

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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LONDON, MONDAY, NOV. 13, 1872.

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Latest Advices.

PORTS.	OUTWARD.		HOMeward.
	From London	Arrived out.	Received Nov. 25
JAPAN — Yokohama.....	Aug. 16	Oct. 6	Oct. 8
Yedo	—	—	" 2
Osaka and Higo.....	—	—	" 2
Hakodadi	—	—	" 2
Nagasaki	July 26	Sept. 7	Sept. 28
CHINA — Peking	—	—	Oct. 2
Tien-tsin	—	—	" 6
Chefoo	—	—	" 8
New-chwang	—	—	" 9
Hankow	Aug. 9	" 28	" 7
Kia-kiang	—	—	" 9
Chin-kiang	—	—	" 11
Shanghai	" 23	Oct. 7	" 11
Ningpo	—	—	" 11
Poochow	" 23	" 10	" 11
Formosa	—	—	" 13
Amoy	—	—	" 14
Swatow	—	—	" 15
Hong Kong	Sept. 6	" 13	" 17
Canton	—	—	" 18
Macao	—	—	" 18
PHILIPPINES — Manila	Aug. 23	" 4	" 13
COCHIN-CHINA — Saigon	" 30	" 2	" 15
SIAM — Bangkok	—	—	" 16
BORNEO — Labuan	—	—	" 17
Sarawak	—	—	" 17
JAVA — Batavia	Sept. 13	" 16	" 18
Samarang	—	—	" 17
Sourabaya	—	—	" 16
MALACCA STRAITS — Singapore	" 20	" 21	" 24
Penang	" 30	" 20	" 25
CEYLON — Galle	Oct. 4	" 27	Nov. 3
Colombo	" 4	" 28	" 1

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, via Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama 18th, Shanghai 18th, Hong Kong 24th Oct., Singapore 1st Nov., is due, via Marseilles, on Monday next, the 2nd proximo, but will probably be delivered on Saturday, having left Suez on the 20th instant, three days early.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Simla*, arrived Nov. 22.—None. To Venice, from Hong Kong: Dr. Hitchcock. To Southampton, per P. and O. steamer *Mongolia*, expected to arrive Dec. 2.—From Shanghai: Mr. W. Hardy. From Hong Kong: Mr. W. E. Gibb. From Singapore: Capt. Smith, Capt. Taylor, Miss Jeffries. To Gibraltar, from Singapore: Don Jose J. Pera, Don Laria.

PASSENGERS OUTWARD.

Per French mail steamer *Donnai*, from Marseilles, Nov. 24 (booked from London) —To Yokohama: Mr. W. C. Bongor, Mr. Ruiz Carriedo, Mr. Anderson. To Shanghai: Mr. and Mrs. Holdsworth. To Hong Kong: Mr. M. Beart. Don Ortega Morigan. To Singapore: Mr. and Mrs. Downes, Mr. Jose Font de Henciborne, Mr. Enane Elamina, Mdme. Nilsson, Mr. M. Englebach, Mr. M. Mether, Mr. and Mrs. Van der voes de Bye. To Batavia: Mr. and Mrs. Hora Siccolina, Mr. and Mrs. Kleberg, Mr. Sholten, Mr. R. W. Bealer, Mr. John S. Dick, Mr. Alton Mees, Mr. and Mrs. Van Gaens, Mr. Ker Khover. To Galle: Mr. H. Nagel, Mr. Gilkinson. Per French mail steamer *Pride*, from Marseilles Dec. 8 (booked from London). —To Yokohama: Mr. Carl Freiderich, Mrs. A. Mori. To Hong Kong: Mr. T. B. Brwing, Mr. Keawick. To Batavia: Mr. C. Muller, Mr. and Mrs. C. Schone, Mdme. and Miss Jacquement, Mr. and Mrs. Dunneberg. To Galle: Mr. and Mrs. Trail. Per French mail steamer *Alfred*, from Marseilles, Dec. 22 (booked from London). —To Batavia: Mr. and Mrs. Palairat Hoolandt, Mr. and Mrs. Müller. To Yokohama: Mr. T. Flak, Mr. J. Davison, Mr. and Mrs. Copeland.

Per P. and O. steamer *Mooltan*, from Southampton, Nov. 21.—To Hong Kong: Dr. and Mrs. McCoy and four children, Miss Russell, Mr. Wulff. To Shanghai: Mrs. Rickards. To Singapore: Miss Rickards. To Ceylon: Mr. Bell, Dr. Com Ryland, Mrs. Ryland, Mr. G. V. Macdonald. Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. J. Mac Arthur, Mr. G. Harrison. Per P. and O. steamer *Simla*, from Brindisi, Dec. 2.—To Batavia: Mr. H. Van Owen, Mr. G. Van Owen. Per P. and O. steamer from Southampton, Dec. 5.—To Yokohama: Mr. Hugo Orth. To Hong Kong: Miss McPherson.

Per steamer *Glenroy*, from London, Nov. 25.—For Singapore: Miss Houston. For Hong Kong: Miss Algar, Mr. Cruickshank, Mr. Goosman, Mr. Coch, Mrs. Stewart, Mrs. Dalliston. For Shanghai: Mr. W. L. Clarke, Mrs. McKenzie, Miss McKenzie.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The *Peking Gazette* of the 5th Sept. has a memorial from Li Hung-Chang reporting the bursting of the banks of the Yung-ting, and requesting his own punishment and that of three river officials. The result of this application we have already published, but the subjoined extract from the report is of interest, from the particulars it contains of the origin and extent of the inundations. Judging from it—and we may be sure the disaster has not been exaggerated—the extent of country under water must be enormous, the embankments in many places having been destroyed, and all more or less damaged.

In consequence of the heavy rain which set in on the 1st August, and which continued to pour incessantly for several days, the plains in the neighbourhood of the Great Wall were several *chang* (a *chang* is about 10 feet) under water, the only outlet for which was the Yung-ting. The result was that the officer in charge at Shih-chung-shan had to report a sudden rise of 16 feet in the river on the 4th August; and later on the same day a further rise of 3 feet 6 inches. Next day it had risen 23 feet 5 inches, a height which it never attained even last year, the torrent also being proportionately stronger. The rush and pressure of the water against the banks were so great that it was evident they must give way. Every imaginable plan was tried by the officials to prevent such a catastrophe; but the violence of the current defied their efforts. The locks were opened, and about 2 feet 5 inches of water let off; but the bulk of water was too great to effect any appreciable diminution, the banks consequently burst in several places. Similar tidings were received from the sub-prefect of Shih Ching-Shan. There the river had so swollen that the water overflowed the banks; the latter being eventually swept away, leaving a free channel for the water to pour out on the surrounding country. The soldiers and country people were called out to repair the breach; but to no purpose. The water continued to rise, and rushed along with such fury that human effort was vain. On hearing of this, the river inspector, Li Chao-i, immediately repaired to the spot to see what he could do; but, alas! he found the breach was already from 600 to 700 feet long, and that nothing could be done.

After the bursting of the banks last year, the memorialist had locks (or sluices) erected, and the Yingho cleaned out, hoping thereby to prevent such calamities in the future. He also ordered that a large supply of material should be kept always on hand in case of emergency. The banks, however, were so saturated last year that they were still moist and loose. The rise in the river too was something extraordinary, being over 20 feet, while the rain was pouring down in torrents and the wind blowing a perfect gale. Human strength contended in vain against such difficulties. Still, the officials having failed to save the embankments, must be held culpable, and it is his duty to request their punishment. He would beg that sub-prefect Wang Mowshun and Assistant-Magistrate Tang Chao be stripped of their rank, but retained in office; and that the river inspector (or intendant), Li Chao-i, receive the same punishment. The memorialist himself having failed to properly direct his subordinates, requests that he may be handed over to the Board (of Civil Office) to be punished according to his deserts. He is making every possible effort to remedy the disaster.

In the *Peking Gazette* of Sept. 25 we read that Tseun Ta, Commissioner of Justice in Keangse, has been promoted to Commissioner of Finances in Kwangtung. Four years ago Tseun Ta was Superintendent of Customs (Haekwan Taoutai) at Newchwang. Shortly afterwards he was promoted to Commissioner of Justice in Keangse. He is a Manchu, and belongs to the White Banner. He is considered an able man as an official. A new magistrate, named Tseun Miu, a native of Cheekiang, has been appointed to the post of Tientsin District magistrate. He made his first visit to the foreign officials on the 1st Oct.

On the 1st Oct. Li Hung-Chang paid a visit to a Chinese gunboat which arrived from Foochow a few days before, when he was saluted by eighteen guns from the Chinese gunboats in harbour. Later he landed in the British settlement, and inspected the road-steamers. There was a rumour that his Excellency would leave Tientsin for Peking on the 3rd Oct., but his departure has been postponed to the 7th or 10th. Some of the high military officers of Li Hung-chang's Southern Legions have surveyed the elevated grounds near the village of Hankow, situated close to the north river (Peiho), and about 13 British miles above Tientsin on the road to Peking, with the view of making on it a large military encampment in which to station a body of his southern men.

A great deal of sickness still exists amongst the Chinese population in town, and a great many deaths are taking place. When the wind blows from the north-west a dreadful stench comes down to the settlement, quite sufficient to cause a pestilence.

Admiral Shadwell arrived at Tientsin from Peking on Oct. 2. The small harbour is full of men-of-war, there being present of H.M.'s navy the *Salamis*, carrying the Admiral's flag, the *Owleu*, the *Midge*, and the *Thistle*; of the French navy the *Couleuvre*; of the Russian the *Obob*; and of the United States navy the *Ashuelot* and at Taku the *Monocacy*. The *Midge* will leave for Shanghai on Oct. 4; the *Salamis* will leave on the 5th for Newcastle; the *Curler* leaving at the same time for Chefoo and Nagasaki.

SHANGHAI.

We have advices from this port to the 11th Oct.; the French mail, from London August 16, arrived out on the 4th, and the following P. and O. mail of August 23 on the 7th Oct. The following items of news are from the *North China Herald*:—

A Chefoo correspondent writes that news has been received from Corea of a dreadful famine in that country. The Regent has seized all the crops for the public general benefit, but these will not suffice to feed everyone, and multitudes are dying. The Chinese smugglers from Wei-hai-wei and the neighbourhood of Chefoo have bought several Korean girls for their harems, a measure of millet being the price for a young and pretty one. The policy of isolation is bearing its fruits. If Corea were to open trade, food would be poured into it. Millet has been sold there by Chinese at fabulous prices.

The *Aracan* and *Hopewell* have both left dock; the former has taken up her berth to load teas for London, but the *Hopewell* still remains in the vicinity of the shipyard, and judging from the number of operatives that are still engaged effecting her repairs we conclude that some time will elapse before she is prepared to load again.

The cricket match of the Mi-ho-loongs v. the World has been played. At the end of the first day's play the former were 99 and their opponents 137. On the second day the game was resumed, and the World got 100 in the end innings against 89 for the Mi-ho loongs, leaving the former therefore victors on the whole game by 49 runs. The Mi-ho-loong match is always one of the most popular of the season, and this year has proved no exception to the rule.

The opening Autumn Regatta of the Yacht Club is advertised for Oct. 12. Two events are announced, a yacht race for a club cup value \$100, and a sweepstakes for ships' boats.

At the annual general meeting of the Amateur Dramatic Club the following were elected a committee:—Messrs. R. W. Little, C. Alabaster, W. Pearson, R. D. Starkey, W. Cance, and W. G. Bayne. In acknowledgment of the kindness and consideration shown by the committee of the Club Concordia for the houseless condition of the Amateur Dramatic Club, during last season, it was resolved to present a piece of plate to that Club. The Amateur Dramatic Club will be yet another season in the same position, and arrangements are being made which, it is hoped, will result in the German Club extending their favours to next winter, and enabling the corps to maintain its organisation and its usefulness as a caterer for the public amusement, till the promised new theatre has been built.

The lorch *Rover* has been offered for sale, by public auction, but there being no buyers present she was bought in at Tls. 1,250. The lorch *Enterprise* changed hands last week at Tls. 1,400.

NINGPO.

(FROM A CORRESPONDENT.)

NINGPO, Oct. 3, 1872.

The symptoms of ill feeling against foreigners in this province (Cheh kiang), to which I alluded in my last letter, took effect shortly after I posted that letter in an act of covert, though very unmistakable hostility. The city of Hangchow, the capital of

this province, lies west of Ningpo (the Treaty port) at a distance of 140 miles. Before the T'ai-ping inroad in 1861 efforts had been made occasionally by European Protestant missionaries to obtain a footing there (Roman Catholic missionaries have enjoyed such with varying fortunes for about 200 years). After the expulsion of the T'ai-pings, native houses were rented inside the city by the English Episcopal and American Presbyterian Missions in the spring and autumn of 1864-65, without any show of opposition or ill-will on the part of the Chinese magistrates or people, and without any explicit discouragement or disapprobation from the Consular authorities. Since that time the number of resident missionaries has gradually increased, and there are now nine or ten English and American families living within the city walls. Land and houses have been freely offered for sale or lease by native owners, and in every case but one the deeds of sale and the leases have been made out in the name of some native connected more or less closely with the different Missions. This plan was adopted at first as a supposed measure of prudence; and has more recently been made a necessity by order from Her Majesty's Minister at Peking (a policy to which I shall have occasion to draw attention presently). The mandarins, however, were so perfectly aware of the fact that all this property, though held in native name, was in reality the property of foreigners, that their subordinates declined at first to tax the different properties. When it was represented to them that one desired effect of this method of purchase was the unrestrained collection of due taxes on the part of the native tax-officers, and, moreover, that Christianity distinctly commands the punctual payment of custom and tribute, the officers consented with alacrity to put this indisputable mark of legality on the transactions. All the deeds have been duly registered; and taxes have been in most instances collected. Nothing occurred to disturb the gradual growth of "residence in the interior" till the present year 1872—(a somewhat significant coincidence)—when rumours began to be heard of the annoyance the magistrates felt at the number of foreign houses springing up in the city. In the month of May anonymous placards were widely posted, calling on the people to prevent the further increase of such buildings. These placards appeared to produce little effect, and to excite but little attention, although the fact was considered sufficiently significant to call forth remonstrance on the part of some of the Consuls at this port; and it has since transpired that the Fu-tai resident in Hangchow seriously meditated an attack, similar to that which has just taken place, at the time of the appearance of these placards.

Action on the part of the mandarins was called forth at last by that most potent of all the agencies which oppose mercantile and philanthropic enterprise in China, namely Fung shuy. Within the walls of Hangchow lie some low hills; at the foot of one of these hills are clustered the yamuns of some of the chief mandarins, notably that of the Fan tai. A mission-house was built about a year ago by one of the American missions on a spur of the hill immediately overlooking this yamun. During the past summer the Fantai's family has suffered much from illness; and the death of his wife was followed by that of his son. The fanatics assured him that his "luck" was destroyed by the gabled foreign house above, and enraged by this information he persuaded the Futai to order the Ché-hiens to arrest all natives who had bought or sold land, &c., in the interest of foreigners. The Ché-hiens declined to arrest the buyers, knowing too well their more intimate connection with foreigners; but the sellers, either former owners or middlemen, to the number of fifteen—men, too, of some social standing and respectability—were suddenly arrested on the 1st of this month; two of them (those connected with the property on the hill) were severely beaten, and the rest were kept in close confinement.

The British and American Consuls went up to Hangchow immediately on the arrival of this news; and in the course of several interviews with the Ché-hiens they extracted from them a promise to release the prisoners, and to issue proclamations contradicting and allaying the rumours that the residence of foreigners in Hangchow and their purchase of land and houses was in any way illegal. These proclamations, it should be observed, were already drafted by the magistrates before the arrival of the Consuls; the state of feeling in the city having assumed so serious an aspect, that the Missionaries were compelled without delay to petition for the issue of an official utterance which might suppress the hostile rumours. The Consuls in accepting this proclamation, and in demanding the release of the prisoners, did not, of course, wish thereby to express explicitly their own views of Treaty rights, so much as to remind both Magistrates and people that redress for any supposed infraction of Treaty rights cannot be obtained by such underhand hostility and injustice; and they desired at the same time to extract from the Magistrates their own exposition of the disputed clauses in the Treaty. These promises were given at first unconditionally; but in order to save their dignity the Mandarins afterwards demanded that the Consuls should leave the city before the issue of the proclamations or release of the men, so as to avoid the appearance of pressure or compulsion. The Consuls left, though without verbally accepting this dictation, and on the day promised the proclamations appeared, and the prisoners are, we hear, gradually being set free.

Now this relation of facts, tediously but necessarily diffused, suggests a question of the first importance, and of surpassing in-

terest to both merchants and missionaries—namely, the right of residence and ownership of property at a distance from the Treaty Ports. Let me lay before your readers three curiously contradictory documents. The XIIth Article of the Treaty of Tientsin speaks thus, "British subjects in all the ports and in all other places, wishing to rent land and build houses for the purposes of go-downs, churches, or hospitals, or for cemeteries, must deal with the people on equitable terms; and there must not be on either side captious unwillingness to treat for such purposes."

Here, let it be observed, the right to rent in the interior should seem to be clearly conceded. The proclamation recently issued in the provincial capital, Hangchow, speaks thus, "Lying rumours have been circulated to the effect that it is illegal for foreigners to rent or buy property in this city; and with reference to these rumours, I give notice that if any ignorant fellows cause annoyance at churches or hospitals, or spread rumours to the above-mentioned effect, such persons will be apprehended and severely punished." Here, it will be noticed that the right to buy as well as to rent in the interior is admitted. And albeit that this proclamation is but the utterance of one man, yet considering this man's position as local Magistrate of a provincial capital, and as acting in the present instance notoriously at the instigation of the Lieut.-Governor of the Province, it is an utterance not devoid of interest. The Right Hon. Edward Hammond, in a letter dated Foreign Office, June 7, 1872, forwards to the Secretaries of the different English Missions at work in China, a copy of a circular which had been addressed (in the spring of the present year) by H.M. Minister in China to the Consuls under his superintendence, in which it is stated that the Treaty as understood by H.M. Government does not give British subjects the right of purchase or rental of lands or premises at a distance from the Treaty Ports; and the Consuls are enjoined most positively to refrain from assisting in the purchase or rental of any property of the kind, whether in the interest of merchant or missionary; and missionaries are recommended to transfer any lands or buildings which they may be holding in the interior to individuals belonging to their congregations." From this document it should appear that H.M. Government sanction the opinion of H.M. Minister at Peking to the effect that neither purchase nor rental are legal in the interior.

To what cause then are we to attribute the strange anomaly brought to light by a perusal of these three documents, namely, that Chinese authorities interpret the Treaty in a sense more favourable to British interests than that held by Her Majesty's Government? Is it that they suppose the rights granted by a clause in the Chinese text of the French Treaty, and common to all by the "favoured nation clause," now generally considered apocryphal by diplomatists, as still binding? Granted. But if so, the fact is significant that the Chinese do not yet deem it apocryphal. My own impression is that they consider residence and the tenure of property in the interior as sufficiently assured by the undisputed Art. XII. of the Treaty which I have quoted above. That Article follows as a sort of corollary to the XIth, in which purchase and rental are fully conceded at all the open Ports. The XIIth appears designed to secure fair and equitable terms for both buyers and sellers, and if so the simple term "renting" may probably imply purchase as well.

But one cannot in honesty ignore the strange fact (a fact which no doubt influenced H.M. Government in the view which they have adopted) namely, that though China in its length and breadth seems thrown open by the XIIth Article yet in the XIth Article certain specified places are enumerated in which purchase and rental shall be legal. And yet, notwithstanding, the equally strange fact meets us on the other side, that both plain English and plain Chinese require no other interpretation for the phrase "and in all places," that there is no restriction as to locality. Surely not without design on the one side, and not without cognisance on the other, was that Article thus expressed in the most general terms. That that design is beginning to take effect I gather from the very significant fact that the subject of residence in the interior is not raised by Mr. Wade, nor referred to by Mr. Hammond. Their silence gives, I presume, consent, however reluctantly. In the Hangchow proclamation at any rate this question is assumed to be beyond question. Indeed, the right of missionaries, a right undisputed by Chinese and English authorities alike, to preach and teach Christianity in the interior, involves of necessity the right of residence. And this being the case, missionaries have perhaps, *prima facie*, a better claim than merchants for the exercise of this right; though it is hard to imagine that merchants can justly be debarred from the enjoyment of equal privileges. Suppose, then, that British subjects may reside in the interior; they must, of course, have residences. Her Majesty's Minister in Peking seems to assume this; but he suggests that the nominal ownership of these properties shall be in native Christian name. In case of action being taken against these native owners, Mr. Wade suggests that interference will be available on the ground of the toleration clause in the Treaty. This policy, however, correct and judicious though it is as far as ownership is concerned, has received a severe blow from the events described above. The missionary properties in Hangchow all satisfy the demand of Mr. Wade's circular; natives are the nominal owners, and these natives the magistrates feared to touch. They attacked the sellers, however, but distinctly admitted that

had foreigners been the ostensible buyers, the sellers, too, would have been unmolested; the one excuse, in fact, and the only line of defence adopted by the mandarins was, that the apprehension of these men had nothing to do with foreigners. The interference of the Consuls was thus rendered extremely difficult. The Christian owners had not been touched, the missionaries had not been directly attacked, and yet a heavy and most serious blow was aimed at their admitted rights—a blow rendered possible and effectual, through the very fact of this native ownership. It was only by extorting from the magistrates the admission that the property was known to belong to foreigners that the Consuls were at length able to obtain the very considerable concessions which I have described above.

The question therefore presses for a settlement. May British subjects, or may they not reside in the interior; and if so, may they or may they not lease or buy land or houses at a distance from the Treaty Ports? H.M. Government surely must speak out. The order must be given to withdraw from all inland stations—an order pregnant with serious, perhaps dire consequences to foreigners generally in China. If this order be withheld, the promise of protection in the inland stations must be openly stated and not merely tacitly implied. The earnest and most laudable desire to avoid needless collision with the Chinese influenced no doubt H.M. Government in the adoption of the view which they have enunciated. But now that local gun-boat pressure is superseded by the reference of all questions to Peking, I cannot but believe that magistrates in inland cities, such as Hangchow, are quite as much within the reach of consular and ministerial action as those at the open ports. Neither can I admit that residence in the interior and the ownership of property at a distance from the coast or from the river stations will, of necessity lead to more serious complications, nor to more threatening magisterial or popular action than have already resulted from residence at the Treaty Ports.

AMOY.

We hear from Amoy that tens of thousands of Chinese at that place, Chio Bay, Haiten, and elsewhere have been suffering from an Indian fever called Dengue. Luckily, the fatal cases have been few. The disease is very painful, being accompanied by rheumatic pains in the limbs, swelling of the face, &c.; in many instances the effects of these pains remain, and the convalescent is unable, for weeks, to freely use his limbs. The fever, from want of fresh subjects, has exhausted itself at Amoy, but it is still raging in the surrounding districts, and the native quacks are helpless to arrest it. Many of the foreign community and numbers on board ships have been laid up with it. Mu Ch'en the Haifangting (a district magistrate), died, and being a Mahomedan, some curious rites were observed in preparing his body for the grave. A murder was committed by a Malay-Chinese named Ta jit, who had resided at Amoy, off and on, for several years. His victim was a Chinawoman, whom, from jealousy, he had threatened to shoot some days before. He stabbed and cut her to death, and, although the alarm was given, escaped knife-in-hand, the spectators fearing to seize him. Being a British subject, search was made for him, later on, by the British consular constables, but without success.

A correspondent at Amoy states that a disturbance has taken place about thirty miles from Chang-poo, in the Changchau prefecture, consequent on a powerful clan resisting the imposition of a tax and beheading two mandarin runners. Some force was sent down to reduce the village, and it is reported that this has been successfully accomplished, but it is said that it was done by negotiation rather than fighting, and that a reverend gentleman was intermédiaire in these diplomatic proceedings.

HONG KONG.

Dates by this mail are to the 17th Oct. The outward French mail of Aug. 30 arrived on Oct. 7; and the P. and O. mail of Sept. 6 on Oct. 13. The following items are from the *China Mail*:—

The Douglas Memorial Window is at length in its place at the eastern end of the newly-erected chancel of the Cathedral. It is a work of considerable beauty, in the gothic style, somewhat wanting, according to our idea, in breadth of treatment, but otherwise very satisfactory. The upper or rose section of the window contains a picture of the Ascension, the compartments beneath it containing the Crucifixion. Below this again are four compartments of Scripture views, such as Abel sacrificing, Abraham about to offer up Isaac, &c. The framework is of Bath stone, and the whole work, which cost, including freight, about a thousand pounds sterling, is a worthy gift to the Cathedral and memorial of the deceased donor.

We are very sorry to learn that the new chancel, which has been most creditably built, will not be utilised for sittings. It was supposed that a portion would be allotted to the Governor and other dignitaries so as to increase the number of eligible sittings in the body of the church—there being none now available for applicants. That this is not to be done will be much regretted. At all events we hope that the pulpit will be moved a little, so as not to cut off the whole view of the chancel from the North nave.

A numerously attended meeting of the Kyfong, at which there were more than a thousand persons present, took place yesterday,

to discuss the proposed petition to Government on the subject of passing an enactment against adultery, and making it a punishable crime; a draft ordinance on the subject was discussed. Some amendments to the Bankruptcy Ordinance, so far as Chinese bankrupts were concerned, were also suggested, and finally, resolutions were passed to raise subscriptions for the erection of a "Kung-sho" or "Down-hall," the opium farmer heading the list with a donation of \$2,000.

There is a report that H.M.'s 10th Regiment will be moved about Nov. 15 to Singapore, and that the 80th Regiment, at present at that place, will come here. We understand that the Com-modore received a telegram on Friday to re-commission the *Adventure* in order to make the necessary changes. The telegram says the 18th Regiment (at present at Malta, but this must be a mistake.

The matsheds at Messrs. Spratt and Co.'s new dock at Sam-si-poo, nearly opposite Stonecutter's Island, caught fire early this morning, and in half-an-hour the whole were burned down, before any assistance could be rendered. The fire, as viewed from Hong Kong, seemed more extensive than it really was.

The remains of the great Portuguese sinologue, the Rev. Joaquim Affonso Gonsalves, author of the only Chinese-Portuguese and Portuguese-Chinese dictionary (which is now out of print), and of several other valuable works, are to be removed from the old Cemetery of St. Paulo (Macao), to the church in St. Jose Seminary, where the Reverend gentleman lived. A programme of the ceremony to be performed during the exhumation and conveyance, which is to take place on the 8th instant, has been published.

We learn that the Police Court building has been condemned by the Surveyor-General, who considers it unsafe in case of a typhoon. The Magistracy is to be removed to the bungalow immediately under the police officers' quarters, and opposite the Hotel d'Europe on the other side of Pottinger-street.

We have been shown a specimen of the new crystallised sugar produced at the Hong Kong Sugar Refinery by a process initiated by the new manager, Mr. Dickie. It certainly appears to equal anything produced in Europe, and, under its altered condition, the refinery bids fair to effect a revolution in the China sugar market.

The *Gazette* of Saturday (12th) contains an announcement of the Hon. Mr. Pauncefote's appointment as Acting Chief Justice. As Mr. Smale is expected here by the next American Mail, Mr. Pauncefote's present tenure of office will not, it seems, be long. The *Gazette* also has a notification making the new one-dollar notes a legal tender, and the usual monthly report of the superintendent of the fire brigade.

The following is the account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending 30th Sept., 1872:—

Banks.	Average Amount.	Specie in Reserve.
Oriental	\$352,817	\$200,000
Chartered Mercantile of India, London, and China ...	302,197	125,000
Chartered of India, Australia, and China	326,378	150,000
Hong Kong and Shanghai ...	1,183,413	400,000
Total	\$2,164,857	\$875,000

We are glad to observe that the *Gazette* of Saturday notifies the appointment of Lieutenant McHardy, R.E., as Acting Surveyor-general in place of Mr. Moorsom, resigned. Lieutenant McHardy is also named a Cathedral trustee. Mr. Fitzroy Rice's resignation of the post of Assistant Superintendent of Police is also officially announced.

From Foochow we learn that a steam launch has been at last started to run between there and Pagoda Anchorage, thirteen miles, and bring up mails, &c., a service which has hitherto been carried on by sampans, and is partly so still. Business in Congous has continued fairly active at previous quotations.

It is rumoured that Mr. Bowra, Commissioner of Customs at Canton, goes home in the spring, and is to be succeeded by Mr. James Hart, brother of the Inspector-general.

The *Courier* hears, on what it takes to be good authority, that a new steamboat company is about to be organised, with a capital of Tls 500,000, into which is to be amalgamated the steamers of the North China Company, and others now trading on the coast.

CANTON INSURANCE OFFICE.

A general meeting of shareholders was held on the 10th, to pass the report and accounts presented by the general agents. There were present, the Hon. J. Whittall in the chair, Hon. H. Lowcock, Hon. P. Ryrie, Messrs. Pyke, Weller, Melchers, Sassoon, W. Ray, Cordes, Buxey, McDouall, and H. Lemann. The following is the report:—

The general agents have the pleasure to submit to the shareholders the usual statement of accounts, viz:—

Office 1870:—Balance sheet showing a net profit for the year of \$332,100, which has been distributed, as following:—	
1st dividend of \$750 per share	\$150,000
2nd and final dividend of \$57 per share	71,400
Reserved third of profits	110,700
	\$332,100

Office 1871:—Open statement showing the total receipts for the

twelve months to be \$778,243.31. Unfortunately, owing to the heavy losses in the early part of the year, referred to in the last report, and subsequent claims, the estimated profits \$183,254.78, compare unfavourably with previous results of the office; nevertheless, the general agents are glad to be able to recommend a dividend of \$400 per share to be paid at once.

Office 1872:—Open statement of accounts to date, which, notwithstanding heavy losses to commence with, still shows a fairly satisfactory result, say \$255,525.39 at credit, and an increase in the gross premia received of about \$100,000 as compared with last year. It must be borne in mind, however, that the shares in this office have been increased from 200 to 300, in accordance with the extraordinary general meeting held on Dec. 13, 1871, and that in future two-thirds of the net profits are to be divided amongst contributing shareholders.

Mr. Pyke proposed, seconded by Mr. Sassoon, that the report and accounts should be passed.—Carried unanimously. Mr. Ryrie proposed, seconded by Mr. Pyke, that the general agents should be authorised to wind up the office of 1871 without convening any further meeting.—Carried unanimously. Mr. Weller proposed, seconded by Mr. Pyke, that the retiring pension of \$1,200 to Captain Ricketts, the Company's surveyor, should be continued for 1872.—Carried unanimously.

The Chairman then said that the whole of the increased numbers of shares had been satisfactorily allotted, with the exception of two, which had not been taken up, but for which there were numerous applicants. The question of registering the office had been brought forward at the last general meeting, and had since been under the careful consideration of the general agents. A new deed had been drawn, and possibly before the year was over, it would be submitted to the shareholders. Under the present deed, he noticed that the consulting committee must be appointed for next year.

Mr. Lemann proposed, seconded by Mr. McDouall, that the present consulting committee, consisting of Messrs. Lowcock, Ryrie, Pyke, Weller, and Sassoon, be reappointed for the ensuing year.—Carried unanimously.

The chairman added to his remarks on the new deed, that the object had been not to alter the constitution of the office if it could be avoided. They had now got a deed drawn which would allow the office to be a yearly one as before, and still would only have to be registered once, as it would renew itself. They had had the best advice on the subject, and that was the result of it, the difficulty with a yearly office having been the necessity of registering it anew every year. Now, however, they would only have to do so at once.

Mr. Ryrie proposed a vote of thanks to the general agents for the satisfactory manner in which the business of the office was transacted by them. This was carried, and the meeting then separated.

(FROM A CORRESPONDENT.)

HONG KONG, October 16, 1872. Nothing very remarkable has transpired during the past week. With the departure of the Grand Duke Alexis our little burst of gaiety has come to an end, and people are now looking forward to the winter for the next bout of amusement. It is said that a project is on foot for again starting the *China Punch*, but not being in the secrets of the printing-house, I cannot say if this be true. It is proposed to illustrate by photographs, according to my informant. If the *Punch* does start again, it will have plenty of matter.

Mr. Greig goes away to-morrow and vacates his seat as M.L.C., Acting Judge Pauncefote's return making him *de trop*. Some people seem to think that the snub administered to Judge Ball in appointing Mr. P. for a three weeks' tenure (as Judge Smale is "positively" announced to arrive by the next American mail) was rather uncalled for. For my own part, as we have a European murder case on at sessions, I agree with the majority, and am glad to see some one on the bench who is not incapacitated by an affliction from forming a clear judgment. Judge Ball is no doubt a good lawyer, but has fits so frequently, that a very strong mistrust of his mental acumen is beginning to arise in the public mind. The worst of it is that one can never tell the precise extent to which he comprehended what passed, as for some minutes before a fit comes on nothing but a peculiar circular motion with his pen intimates to those present that anything is amiss. A short time since there was the greatest difficulty in getting an adjournment of the Court, as at first it was impossible to make his Lordship understand, and when he *did* come to himself, he insisted on going on with the case.

The Governor is developing rather a strong will, which the *China Mail* calls "Caesarism." I think myself that we want a little more of it. Mr. Cecil Smith has been getting pretty severely hauled over the coals by some correspondents of the above-named paper. Some irreverend dog has actually been calling the Post-master-General "our friend Stamps," in print, and has called attention to his rather peculiar style of shirt collar—whereby you will guess that our silly reason is now on.

The Emperor is supposed to be getting married to day—very much married indeed if he takes as many wives as have been selected for him. A native pamphlet is being hawked about at Canton giving full details of the ceremony.

A big dinner is being given this evening to Dr. Magalhaens, ex-editor of the *Oriente*, a Macao journal. You will see all about

his quarrel with Governor Jarman in the papers, so I need not repeat it. The doctor has a strong party in his favour, and many who don't agree with his views have taken his part against the despotism of the Governor. About 500 people accompanied him to the wharf when he left Macao this morning. He is ordered to Timor, and leaves by this mail steamer.

SIAM.

BANGKOK.

We learn from the *Siam Advertiser* that H.N.M.'s steam corvette *Vice Admiral Koopman*, conveying his Excellency H. J. C. Hoogeveen, the Dutch Ambassador to the Court of Siam, arrived off the Meinam Bar on the 2nd inst. His Excellency's reception by the Siamese appears to have been most pleasant and courteous. After making and receiving visits to and from the Ministers of State, the Ambassador was received in public audience on the 4th inst. by his Siamese Majesty, to whom his Excellency presented the insignia of the Grand Cross of the Netherlands Lion. Mr. Hoogeveen, after the public reception, had a private interview with the young King, and report speaks very highly of his intelligence, bearing and deportment. On the 6th, the Ambassador dined at the Supreme King's Palace, in the New Public Hall, by invitation of his Majesty. Before dinner, the Ambassador and suite were invited to another private audience, when his Excellency took occasion to deliver to the King the decorations designed by his Netherlands Majesty for the Second King, his Grace the Regent, H.E. the Minister of War, H.E. the Foreign Minister, and other high Siamese officials, praying his Majesty to distribute them as designated.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to the 24th Oct. The outward P. and O. mail of 30th Sept. arrived on the 21st Oct. The following summary is from the *Straits Times* :—

The Legislative Council has not yet got through its business, which appears, however, to be drawing to a close. It is rumoured that its session will close on the 15th proximo. There have been several matters under consideration, of which the Summary Jurisdiction Bill is the most important to the community, and will, we fear, if not much modified, press rather hardly upon the poorer classes, as well as cause inconvenience to many others who have for years been in the habit of doing things which are therein declared to be finable offences. The great objection to the measure is that it places too unlimited power in the hands of the police peons, whose predilection for making the most of their authority is too well known. We do not hesitate to say that this Bill is uncalled for, and, any way, sufficient time has not been given for its proper consideration.

The revenue of the colony appears to be falling off, while the expenditure is steadily increasing—a fact that should lead to the enforcement of the most rigid economy in every item of expense. The late day at which the estimates are issued prevents that careful revision and attention they require, and the consequence is that they are usually adopted without much attention to the items.

The merchants and traders of Penang not long ago sent in a petition to the Legislative Council, praying for a return to imprisonment for debt; and as a similar petition had long before been sent in by traders here, the Council took them both into consideration at once. It has decided to do nothing in the matter until an opportunity has been afforded for further experience in the working of the ordinances. Though we not agree entirely with the petitions, yet they set forth two or three facts deserving of consideration by Government, one of the most important being the statement that proceedings against a bankrupt are so trammelled by obstacles, and attended with so great expense, that creditors prefer to accept even the smallest composition rather than have recourse to the Court.

The failure of Velge Brothers, with liabilities to the extent of \$150,000 or more, mostly to European firms here, occasioned considerable surprise, but there having been many failures of late, after a day or two little more was thought of it, until it was discovered that the managing partner, Mr. Abraham Velge, who had hitherto been believed to be a merchant of good standing and unblemished reputation, had by producing the Dock Company's receipts drawn advances from the banks on goods stored at Tanjong Pagar, and had afterwards shipped off the goods on his own order, and it was also ascertained that he had sometimes drawn from two, it is even said three, banks on the same goods. The three banks found themselves defrauded in this way to the extent of some \$40,000. Mr. Velge was thereupon arrested on a warrant, but was admitted to bail for \$10,000, in two sureties of \$5,000 each, to appear on Thursday, the 19th inst. His bail failed to produce him when called upon to do so, and a further warrant having been issued against him for forgery, in having altered a Dock receipt to procure a larger advance on the goods, a reward of \$200 was offered, which has since been increased to \$500, for information that will lead to his arrest. Meanwhile, the firm

has been declared bankrupt, and all available property has been seized on behalf of the creditors. The developments in connection with this affair have created the greatest sensation here. Bank managers will know better than to take bail again when once they have a culprit safe. The Government has taken the matter up, and every effort will be made to have justice executed in this most painful matter.

The criminal session of the Supreme Court closed on the 22nd. There have been a number of cases tried for the heavier crimes, and the severity of the sentences, added to the fact that a more rigorous discipline is shortly to be introduced in the jails, will, it is earnestly to be hoped, act as a deterrent to others. There were three or four cases of murder, in only one of which, however, sentence of death was passed. Considerable interest was felt in one case, in which several natives were charged under an Indian Act for "waging war," in enlisting men and procuring arms and supplies for Rajah Mahdie and his adherents for the war in Klang. The defendants' counsel demurred to the indictment, and the Chief Justice gave judgment on the demurrer, holding that the indictment was not good; the prisoners were accordingly discharged. Certain letters found in possession of one of the prisoners gave this case more importance than it would otherwise have possessed, as tending to show that Mahdie had high countenance and support.

Affairs at Klang and Salangore are in a most unsatisfactory condition. Information has been received here of the murder by Mahdie's adherents of several Europeans in the service of Tunkoo dia Oodin, among the latest being Lieutenant Hagen (formerly of the Netherlands Army) and a Mr. Cavaliero (a former *employé* of Messrs. Guthrie and Co., of Singapore), whose throats were cut in cold blood. The barbarous atrocities perpetrated by Mahdie and his followers deprive him of all claim for sympathy from a civilised power.

The arrivals via the Suez Canal have been the *Saltee* on the 7th from Glasgow, *Agamemnon* on the 11th from Liverpool, *Canton* on the 18th, *Mensaleh* on the 19th, and *Glengyle* on the 22nd, from London. The only departures by this route have been the *Atalanta* for London on the 14th, and the *Correze* (from Saigon) for Toulon on the 19th. The *Antenor* and *Odessa* leave for London.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The demand for Cotton goods had been disappointing and, with some pressure to realise, rates for most descriptions had become materially lower. For Woollens the demand had been considerably less active, and only a small business had transpired. Grey Shirtings: 7 lbs. 4 to 5 candareens lower, favourite chops could not be placed at better than Tls. 1.68 per piece. In 8½ lbs. dealers contented themselves with supplying immediate wants, and a decline of 2 to 3 candareens was noted. Heavy Shirtings no enquiry. White Shirtings purely nominal. T-Cloths remained in much the same position as last advised. Demand of a most trifling character, and the offers of dealers absurdly low. Drills, fair average business done, but prices showed a further slight fall. Jeans quite neglected. Fancy Cottons in very limited request. Woollens and Worsteds: Few transactions reported, quotations quite nominal. Metals: Lead, small sales at Tls. 4.70 per picul. Quicksilver, Tls. 80.00 per picul.

SHANGHAI.—A small general business in Cottons had been transacted daily, but the trade in Woollens had been confined to Spanish Stripes, a few Lustres, Lastings, and an inquiry for Camlets. Grey Shirtings: A steady demand had absorbed supplies of 7 lbs. as they arrived at 1c. to 2c. advance; good Lie Eagles placed at Tls. 1.67; Dewhurst's Cloth at Tls. 1.68; 8½ lbs. Mildew's and ordinary chops had received more attention than best; values maintained at about last mail's figures, resales of Dewhurst's Eagles at Tls. 1.82 to 1.83; market closes with some inquiry. White Shirtings: Very little inquiry and a few settlements; sellers refused offers of Tls. 1.85 and Tls. 1.60 to 1.63 for fair 64 and 58 reeds. T-Cloths: Market had not changed; ruling rates Tls. 1.12 to 1.15 for low count 6 lbs.; Tls. 1.30 to 1.36 and Tls. 1.41 to 1.48 for common and Mexican 7 lbs.; and Tls. 1.60 to 1.68 for 8 lb. cloth. Drills in active request throughout, and transactions in English and Dutch to extent of about 30,000 pieces as recorded; former quotations readily paid for good to best English; Dutch showed a trifling rise had been obtained. Jeans: Sales reported at rates ranging between Tls. 2.05 and Tls. 2.12 for English. Sheetings: English quitted at Tls. 2.80 to 2.90. Fancy Cottons do not call for comment; Gentian and Turkey Red Shirtings, Velvets, Brocades, and Chintzes were the only articles in which business had been done—Gentian Shirtings, Tls. 2.50 to 2.60; Chintzes, Tls. 1.32 to 1.70; Turkey Reds, 3 lbs., Tls. 2.15. Woollens: Spanish Stripes in good demand at advanced prices; T.T.B. import held for Tls. 0.71, C.P.H. sold at Tls. 0.64 to 0.69; Lastings, Black, in good request at Tls. 12.40 to 12.50; for H.D.B. Assorted not so much sought after; Camlets, very few changed hands. Metals: We have nothing of importance to advise regarding this branch of trade, market for everything having been in a quiescent state. Coals: Market weaker, with but few purchasers. Quotations from ship side—Cardiff, Tls. 10.75 to 11; English, Tls. 9.50 to 10; American, Tls. 9.25 to 9.75.

FOOCHOW.—Sales had been as follows:—Grey Shirtings, 8.4 lbs. 8,500 pieces, at \$2.72 to 2.75 per piece; T-Cloths, 7 lbs., 500 pieces, at \$2.05 per piece; Mexican T-Cloths, 7 lbs., 2,300 pieces, at \$2.65 to 2.70 per piece; 8 lbs., 100 pieces, at \$3.75 per piece; Lead, 1,000 pigs, at \$8.75 to 7.00 per picul, against Tea.

HONG KONG.—The mail steamers had brought small supplies of manufactured goods, but stocks had been further increased by the following arrivals. From Liverpool, Antenor, Hector, and Patroclus, steamers. From London, Sunda, Brindley, Hongkong and Gordon Castle, steamers, and Carricks and Constantine, sailing vessels. The tendency of prices for manufactured goods during the interval had been downward, caused in a great measure by the continued anxiety of importers to realise, and the scarcity of dollars which had existed for some time. Values in Manchester had also had a depressing effect, and buyers, in the face of the numerous arrivals, had only operated to fill actual orders, the declining tendency of prices offering no inducement to speculative purchases. Stocks were not considered excessive, but the rapid communication existing with England required that a much lower range of supplies should exist than formerly.

CANTON.—Leaf had declined 15c. per picul; sales had been on a more liberal scale for the common brands, but owing to free supplies, stocks were still too heavy. Quotations:—Common quality, \$6.30 to 6.35; WB quality, \$6.55 to 6.60.

MANILA.—There had been but little demand for imports during the interval; but little business had consequently been done, and prices were without alteration.

BATAVIA.—There had been great inactivity in the demand for nearly all descriptions of Cotton goods, and the business done had been on a very limited scale. The steadiness of the home markets, as reported by telegram, had however a hardened effect on prices here, and while values generally had been maintained, in one or two instances some little improvement was noticed. Holders, though anxious to reduce their stocks, were not disposed to make any further concessions to buyers in the meantime, as a more active demand was anticipated about a fortnight from date, which would be the commencement of the Native new year.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The arrivals with general cargoes are the Agamemnon, steamer, from Liverpool, the Canton and Gleggyle, steamers, from London, the Hammonia from Hamburg, and the Jonge Jan from Rotterdam. 39-in. Grey Shirtings: Good makes 8½ lbs. continued in fair inquiry at \$2.50, better demand for 7 lbs., at \$2.07½ to \$2.10. 6 lbs., in some request at \$1.90. 45-in. little inquiry. 32-in. Grey T-Cloths: Light weights in poor request; 6 lbs. in fair inquiry at \$1.60 to 1.62½, a few sales of 7 lbs. effected at \$1.82½ to 1.85. 32-in. Grey Madapolams neglected, and no sale reported. 36-in. Grey Supers: Inferior forced off at low prices and ordinary taken to small extent at former rates. Nothing doing in best qualities. 36-in. White Shirtings: Excellent demand for fine. Medium quiet at steady prices. Low meets with little demand. White Spots and Brocades quite neglected. White Cambrics: Ordinary, 15-16s in less inquiry, and declined to \$22 to 32½, stocks heavy. Other descriptions slow of sale. Dyed Spots and Brocades: No demand. Nothing doing in Camlets and Long Ells. Blue Lastings wanted, and there were occasional inquiries for Black, but at low prices. Assorted, unsaleable. Bombasettes, in few hands, and firmer. Scarlet Spanish Stripes, asked for to small extent, but the stock is ample. Grey Yarn: 40s in some demand at \$128 to 130. No inquiry for 30s, but 18-24s saleable at \$105.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says: "Considering the advanced stage of the season a good business has been transacted. Settlements amount to 7,982 chests 10,625 half-chests. In the corresponding period last year only 4,916 chests and 2,513 half-chests were settled, the range of price being this year Tls. 10½ to 30 against Tls. 9 to 15½ then. We closed our report at this date last year, and there is now little of interest to say regarding the leaf beyond giving statistics. Our market opened on the 13th May, the earliest season on record. The second crop leaf arrived about the 24th June, the first settlements being reported on the 28th, and the third crop leaf was first shown about the 6th Aug. Particulars of total arrivals, settlements and shipments on native account, to date show that 35,797,400 lbs. were settled here this year against 31,175,600 lbs. last year, while of Ningchows 5,112,707 lbs. were settled, against 3,353,524 lbs. then; or a total increase in the settlements at this port of nearly 6,500,000 lbs. The shipments to Shanghai for sale on native account show a decrease, as compared with last year, of 7,200,000 lbs., the figures being this year, 16,900,300 lbs., and last year 24,112,500 lbs. The favourable out-turn of the second and third crop teas on the London market last year made prices for these kinds much higher in the present season, and throughout they have commanded from 2 to 4 Tls. over the rates of 1871, and this with no improvement in the quality of the teas. Although, owing to the heavy simultaneous arrivals and the haste to sell, the first crop teas have not done well on the home market, we think they were relatively much the cheapest, particularly the medium kinds costing here Tls. 20 to 25, prices paid afterward for inferior second crop teas. We require at present 6,000,000 lbs. to make up our export of last year and native estimates of the quantity still up country do not exceed 30,000 chests. In the face of the high prices still current here, however, every available leaf is certain to be packed, and if the export shows any decrease at all it will not be a material one. We estimate total arrivals to date, exclusive of Ningchows, at 53,016,700 lbs., against last year 55,488,100 lbs. Customs export to 2nd Oct., was 52,767,120 lbs., against 53,437,022 lbs., or including Ningchows 57,879,827 lbs., against 56,790,546 lbs."

SHANGHAI.—Messrs. Drysdale, Ringer and Co. report as follows: *Black.*—Owing to the change, made as usual at this season of the year, in the time of departure of out-going mails, it is nearly three weeks since we reported; settlements do however aggregate more than 8,000 chests and 19,000 half-chests. During the early part of the period under notice a moderate business was transacted at about previous rates; latterly settlements have been more restricted, and whenever holders have shown anxiety to sell a decline has been conceded; we quote rates 1 to 2 taels lower. Shantung packed have been taken at Tls. 13.5

to 15.5; common Hohows, Tls 17 to 18, and fair to medium Oopacks and Ningchows Tls. 20 to 24; a few parcels, a little better in quality than the generality of Teas on offer, have realised Tls. 25 to 30, they are relatively dear. Stock is moderate; it is estimated at 24,500 chests against about 20,000 at same time in 1871. Export, including cargoes of Parnassus and Lahloo, is 53,338,703 lbs., against 57,009,960 lbs. at corresponding date last year. Supplies coming to hand are of inferior quality, and it is pretty certain that there is now but little Tea of desirable quality to go forward. *Green:* Settlements amount to about 47,000 half-chests. We do not make any change in quotations, although a short time since a few purchases were made on easier terms: closing rates, quality considered, are fully equal to those current at date of our last. Finest chops have nearly all been taken; and have ruled relatively cheap, the demand being principally for medium to fine grades. Prices paid have been Tls. 38.0 to Tls. 47.0 for country Teas to Tls. 53.0 proportion for parcels of good proportion. Pingsuys have been neglected, only a few having changed hands at Tls. 38.5 to Tls. 53.0 per picul proportion.

AMOI.—Oolong: A settlement of 2,055 packages was reported, showing a decline of \$2 to 3 on last rates, but as Teamen were unwilling to make further sales at this concession, the subjoined quotations were somewhat nominal:—Common to fair, \$18 to 23; good, \$25 to 27; superior, \$28 to 30; fine to finest, \$32 to 40. Formosa Oolongs: Late arrivals showed a slight decline, and the quotations were—Fine to finest, \$38 to 48; good to superior, \$30 to 34 in Amoy.

FOOCHOW.—The market had remained quiet, the chief settlement in Congou being for the Continent and the colonial markets. Notwithstanding the large stocks, holders showed no disposition to accept lower rates, except for the "common to good common" grades, which were about ½ to 1 easier. Souchong: Sales small; Common kinds, rather easier. Oolongs and Flowery Pekoes: No sale. Scented Teas: No change in prices; sales, 5,500 boxes. Sales for the fortnight and prices summed up as follows:—Congou: Dust and broken leaf kinds, Tls. 4½ to 10.5; ordinary common, Tls. 11.5 to 13.5; Good common, Tls. 14 to 16; Light flavour, Tls. 17 to 21; Good flavour to medium Kysow kind, Tls. 22 to 26.5; sales, 28,400 chests. Souchong: Common to medium, Tls. 11 to 20.5; good to fine, Tls. 23 to 30; sales, 3,360 chests. Oolongs: Common to good Cargo, Tls. 18 to 24; Fine to finest, Tls. 34 to 47; sales nil. Flowery Pekoes: Common to medium, Tls. 24; sales, 50 chests. Scented Teas: Common to medium, Tls. 15 to 33.5; sales, 4,100 boxes.

CANTON.—The market had been quiet, and prices had generally declined. Scented teas: Orange Pekoes, previously firmly held, were obtainable at a reduction of about Tael 1 per picul, but having in view the large export, buyers were few. Capers, of good medium to fine quality, would readily find purchasers at full rates, but such were difficult to meet with, the stock consisting chiefly of common to medium class, which were seeking buyers on same basis as quoted for last P. and O. mail. Canton greens: Gunpowder had been largely dealt in, but only a small portion had been taken for the English market; common had realised Tls. 11, and fair to good medium Tls. 18 to 23. Imperials had been taken for the Continent at Tls. 18 to 21 per picul. Settlements for the fortnight:—Canton District Congous: none. Scented Orange Pekoe: 4000 boxes at Tls. 19 to 31. Scented Capar: 10,000 boxes at 15 to 26. Canton Greens: Gunpowder, 7,500 boxes at Tls. 11 to 27; Imperial, 1,000 boxes at Tls. 18 to 21; Young Hyson, 500 boxes at Tls. 18 to 19. Stocks estimated at 2,000 boxes Canton District Congous, 11,000 boxes Scented Orange Pekoe, 25,000 boxes Scented Capar, 10,000 boxes Gunpowder, 1,500 boxes Imperial, and 1,500 boxes Young Hyson.

SILK.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular says:—The continue receipt of unsatisfactory telegrams is now beginning to have some effect with native dealers, and prices for medium, common and re-reel Silks are gradually declining although not with that rapidity which might be expected, while for all good qualities and chops but little change can be noted. Dealers with a view to press sales are shipping largely in joint account and so relieving the market of a quantity of rubbish, which they otherwise would not be able to place. A fair business has been doing for America mostly in re-reels, ranging from Tls. 540 to Tls. 580 per picul. Koo-fong-sings and Dragon chop have been placed at Tls. 575; Gold Lion, Tls. 535; Kin Jun and Blue Elephant, Tls. 500, and Red Peacock, at Tls. 490; Fatmow's No. 2 Hainin have brought Tls. 507½. Settlements since 21st Sept., Chinas, 3,500 bales. Total settlements since 1st June, 1872, 37,000 bales; 1871, 35,300 bales; 1870, 23,000 bales. Comparative unsold stock, 10th October, 6,500 bales; 1871, 4,500 to 5,000 bales; 1870, 3,000 to 3,500 bales.

CANTON.—In Tsalles Reel and Loongkongs, only a small business had been done, and settlements during the fortnight were computed at 385 bales, 35 of which were for French Mail. Fine and finest kinds had been mostly sought after, and had been bought about \$10 cheaper than last quoted. No. 4 Tsalles had been firmly held for \$460, and only a few small lots had found purchasers at that figure. Re-reel had been in good request, and settlements are said to be nearly 1,000 boxes. Stock—200 bales Loongkongs, 2,000 bales Tsalles reels, 40 bales Kowkongs 150 bales Cumchucks, Laeklows, &c., and 350 bales of inferior descriptions.

EXPORT OF TEA AND SILK, SEASON 1872-73. TO GREAT BRITAIN.

Date.	From Yohama & Nagasaki.	From Shanghai and Hankow.	From Fouchow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	Total Bales & Cases.
From June 1 to Sept. 30, 1872	—	67951596	84245669	—	11624695	108321370	24758
Corresponding period last season ..	—	68619302	29871102	—	8232706	96739113	35304

Shipments Since:			
From	Shanghai	Do.	Do.
Sept. 19 per Clamena	619,137*	1,172,968*	831,681*
20 ... Woodlark	256,498	749*	1,240*
28 ... Priam (str.)	1,116,242*	790,450	126,969
Do.	563,317	844,611	81
28 ... Delta (str.)	790,450	126,969	1,011
50 ... Maiden Queen	563,317	844,611	81
Oct. 1 ... Ziba	790,450	126,969	1,011
5 ... Peiho (str.)	563,317	844,611	81
7 ... Atalanta (str.)	790,450	126,969	1,011
Do.	563,317	844,611	81

* Included in above total.

TO THE CONTINENT			
From	Shanghai	Do.	Do.
From June 1 to Sept. 30, 1872	305,2013	10,447	9992
Corresponding period last season	204,9176	9992	

Shipments Since:			
From	Shanghai	Do.	Do.
Sept. 21 per Priam (str.)	36,460*	464*	679*
28 ... Delta (str.)	36,460*	464*	679*
Oct. 5 ... Peiho (str.)	36,460*	464*	679*

* Included in above total.

TO UNITED STATES.			
From	Shanghai	Do.	Do.
From June 1 to Sept. 30, 1872	22,700,651		
Corresponding period last season	22,812,219		

Shipments Since:			
From	Shanghai	Do.	Do.
Sept. 20 per New York (str.)	230,673*	20,706*	1,067,992*
26 ... Tevlot (str.)	230,673*	20,706*	1,067,992*
27 ... Duke of Athol	230,673*	20,706*	1,067,992*
30 ... E. M. Cushing	230,673*	20,706*	1,067,992*

* Included in above total.

TO AUSTRALIA.			
From	Shanghai	Do.	Do.
From June 1 to Sept. 30, 1872	8,162,100 lbs.		
Corresponding period last year	10,915,379		

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	18,600	1892 to 1893	121,273,580	72,887
1845 to 1846	57,334,200	22,144	1893 to 1894	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1894 to 1895	121,236,870	32,213
1853 to 1854	77,327,800	61,283	1895 to 1896	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1896 to 1897	118,423,250	60,052
1857 to 1858	76,990,255	68,315	1897 to 1898	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1898 to 1899	142,789,804	70,917
1859 to 1860	85,560,452	64,169	1899 to 1870	139,740,193	63,507
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	61,329
1861 to 1862	109,854,040	79,199	1871 to 1872	149,774,393	64,539

* Including the Continent.

SHANGHAI SILK SHIPPERS.

From 1st June to 10th Oct., 1872.

From	Bales.	From	Bales.
Adamson, Bell, and Co.	408	Jardine, Matheson, and Co.	796
Balfour, Butler and Co.	303	Jarvie, John, and Co.	506
Barnet and Co.	455	Lacroix Cousins and Co.	1,592
Birt and Co.	11	Lindsay and Head...	17
Birley, Worthington, & Co.	324	Maertens, A. H.	762
Blain and Co.	35	Nachtrieb, A., and Co.	686
Bower, Hanbury and Co.	1,659	Overbeck and Co.	41
Bourjau, Hubener, and Co.	518	Pila and Co.	958
Bovet, Brothers and Co.	105	Pustau, Wm., & Co.	2
Bull, Purdon and Co.	154	Reiss and Co.	2,482
Butterfield and Swire	1,611	Russell and Co.	788
Chapman, King and Co.	80	Sassoon, E. D. and Co.	38
Coutts and Co.	32	Sassoon, D., Sons, and Co.	1,492
Dent and Co.	61	Scheibler, Matthea, and Co.	558
Dickinson and Co.	50	Shaw Brothers and Co.	875
Essex and Co.	1,449	Siemssen and Co.	337
Findlay, Wade and Co.	83	Skeggs, C. J. and Co.	47
Fogg and Co.	242	Textor and Co.	2,339
Gamwell, F. R.	35	Telge, Nolting and Co.	82
Gibb, Livingston, and Co.	653	Vogel, Hagedorn, and Co.	147
Gilman and Co.	468	Westall, Brand, and Co.	538
Heard, Augustine, and Co.	410	Wright, Burkill and Co.	1,011
Helbling, J. C., and Co.	256	Sundries	9,498
Hogg Brothers	70		
Holliday, Wise and Co.	30		
		Total bales...	84,514

SHANGHAI SHARES AND STOCKS.

Shares.	Paid up.	Latest Qtn.	Last Divd.
Taels.	Taels.	Taels.	
Shanghai Dock Company	500	500	210 4 p.c.
Shanghai Gas Company	100	100	148 12 p.c.
Shanghai S.N. Company	100	100	185 12 p.c.
S. Tug and Lighter Company	850	850	575 10 p.c.
French Gas Company	50	50	60 10 p.c.
Hong K. Fire Insurance Co.	\$1,000	\$200	\$530 12 p.c.
North China Insurance Co.	Tls. 1,000	Tls. 300	Tls. 475 12 p.c.
Do. do. new	1,000	300	470 12 p.c.
North China Steamer Company	100	100	69 12 p.c.
Union S.N. Company	100	100	109 12 p.c.
Yangtze Ins. Association	500	500	750 15 p.c.
Union Insurance Society	\$5,000	\$1,000	\$2,300 12 p.c.
China Traders Co. (Limited)	1,000	1,000	2,400 450 p.s.
Hong Kong and China Gas Co.	£10	£10	65 10 p.c.
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls. 147 12 p.c.
Victoria Fire Insurance Co.	\$500	\$100	\$140 12 p.c.
China Fire Insurance Co.	500	100	149 12 p.c.
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls. 151 12 p.c.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Gungner	July 24	Shanghai	810,600
Donne Castle	" 30	"	1,282,000
Taitung	Aug. 6	"	1,084,300
Northampton	" 14	"	1,567,844
Weymouth	" 15	"	1,114,253
Leicester	" 19	"	1,764,249
Annie Braginton	" 20	"	545,333
Hopewell	" 30	"	807,282
Langstone	Sept. 4	"	1,036,400
Thyatira	" 4	"	1,331,500
Yeavinger Belle	" 9	"	661,127
Clausina	" 19	"	619,137
Woodlark	" 20	"	1,172,968
Denbighshire	July 4	Foochow	616,500
Grenadier	" 18	"	666,800
Star of the North	" 23	"	983,100
Jungfrau	" 28	"	810,200
Everest	Aug. 30	"	743,993
Essex	Sept. 6	"	1,688,100
Zenobia	" 11	"	1,357,783
Maiden Queen	" 30	"	1,116,242
Wemyss Castle	Aug. 24	Canton	878,841
Burdwan	Sept. 1	"	911,000
William Ritson	" 9	"	738,588
Norman Court	" 14	"	1,047,308

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6½d.	4s. 7d.	4s. 7d.
Shanghai	6s. 1½d.	6s. 1½d.	6s. 2½d.
Canton	"	"	"
Hong Kong	4s. 6½d.	4s. 6½d.	4s. 7d.
Macao	"	"	"
Singapore	4s. 7d.	4s. 7½d.	4s. 7½d.
Manila	4s. 3d.	"	"

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	312	232½
" Hong Kong	24½ to 25½ dis.	—
Bar silver	111 3.0	8 prem.
Mexican dollars	78 1.0	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 71 per cent. prem.
Hong Kong Gas Company, \$65 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, \$1,300 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, \$30 premium.
Hong Kong Fire Insurance Company, \$340 prem.
Union Insurance Company, \$1,260 premium.
China and Japan Marine Insurance Company, Tls. 39 premium.
China Fire Insurance Company, \$38 premium.
Victoria Fire Insurance Company, \$38 premium.
Indo-Chinese Sugar Company, \$52½ dis.
Shanghai Steam Navigation Company, Tls. 38 premium.
Hong Kong Distillery Company, \$5 dis.
Hong Kong Pier and Godown Company, \$11 dis.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

HONG KONG, Nov. 23.—Market for Cottons and Woollens quiet; Grey Shirtings, 6½ cattie, 8½ lbs., \$2.42. Cotton Yarn 16-24, \$116. Tea: Quiet. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHANGHAI, Nov. 23.—Market for Cotton Goods dull and heavy; Grey Shirtings 6½ cattie, 8½ lbs., Tls. 1.8.7. Tea and Silk markets quiet; Silk, No. 3 Tsaltee, Tls. 575; Tea freights to London by steamers, £3. Exchange on London: Bank bills six m.s., 6s.

STRAITS SETTLEMENTS.

SINGAPORE, Nov. 19.—Cotton Yarn, 40's, \$126; Grey Shirtings, 39-in., 8½ lbs., \$2.45; 7 lbs., \$2.10. T-Cloths, 6 lbs., ordinary, \$1.60. Gambier, \$4.10. Pepper: Black, \$12 (nominal). White, \$20.50. Tin, \$34½. Exchange on London: Bank bills, six m.s., 4s. 5½d.

PENANG, Nov. 19.—Tin, \$33.25; Pepper: Black, \$11.85; White, \$22; Sugar, No. 2, \$5.10, No. 3, \$3.20; Cotton Yarn (Mule Twist) 40's, \$134; 30's, \$117; Grey Shirtings, 8½ lbs., \$2.55; T-Cloths, 6 lbs., \$1.65. Exchange on London: Bank bills, six m.s., 4s. 6d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, Nov. 18, St. Aubin.
At SHANGHAI.—From London, Oct. 5, Olympia (str.); Nov. 15, Malacca (str.), Glengyle (str.), Albert Victor, Taunton; from Liverpool, 5, Antenor (str.); 15, Diomed (str.); from Hamburg, Olympia (str.); from New York, Sept. 28, Mary Whitridge; from Cardiff, Nov. 18, Lady Elizabeth; from London, Nov. 23, Drummond Castle, Imperie.

At HONG KONG AND CANTON.—From London, Oct. 7, Gordon Castle (str.); 5, Hong Kong (str.); 6, Carrick, Constantia, Avon; from Liverpool, Oct. 8, Hector (str.); 10, Patroclus (str.); from Shields, 7, Jonge Cornelis; from Sunderland, 5, Kelso; from Greenock, 5, Cartvale.

At MANILA.—From Liverpool, Oct. 1, Lyola; 6, Alejandro.

At SINGAPORE.—From London, Oct. 22, Glengyle (str.); from Shields, 20, Papa; from Cardiff, 12, Johannes; from Rotterdam, 16, Jonge Jan.
At BATAVIA.—From London, Oct. 1, Peter Dickson; from Texel, Sept. 30, Gebr. v. d. Beck; Oct. 2, Cornelia, Nieuwe Waterweg II.; 3, Conrad; 13, Maibit Christina; from Brouwershaven, 10, Medea; 18, Dordrecht II.; from Buenos Ayres, Sept. 23, Galatea; from Monte Video, 30, Hazard; from Rio de Janeiro, Oct. 4, Petunia; 9, Herald; from Bordeaux, 18, Hoogly.

DEPARTURES.

From SHANGHAI.—For London, Sept. 28, Atalanta (str.); for New York, Duke of Athol.

From FOOCHOW.—For London, Sept. 30, Maiden Queen; Oct. 4, Atalanta (str.).

From HONG KONG AND CANTON.—For New York, Oct. 9, Sea Serpent.

From MANILA.—For London, Sept. 27, Victoria; Oct. 5, Eugenio II, Janet Dalglish; for Liverpool, Oct. 11, Berend; 13, T. E. Lemon; for Channel; 4, Giovanni, Jupiter; for New York, 11, North East, Agnes; for Boston, 4, Bunker Hill, Archer.

From SINGAPORE.—For London, Oct. 14, Atalanta (str.); 21, Windermere; for Liverpool, 18, Mary; 19, Clémence; for Marseilles, 19, Emilie Ernestine.

From BATAVIA.—For Channel, Oct. 12, Orienten; for Holland, Sept. 25, Erasmus, Elizabeth; 29, Frisch; 30, Johanna; Oct. 2, Kandangbauer; 3, Nebalenna; 4, Johanna Margaretha, Nijverheid; 9, Eriden and Pauline, Graafstroom; 10, Friesland; 11, Nieuwland; 13, Zaanstroom; for Amsterdam, Elizabeth Mentz, Oxford; 16, Cornelis Smit; for America, 11, Nederland en Orange, Cavour; 4, Rio de la Plata; 3, Samuel.

VESSELS LOADING.

At SHANGHAI.—For London, Paragon, Araby Maid, Lalla Rookh, Sir Jamsetjee Family, Melbrek, Aracan, Antenor (str.), Olympia (str.), Hong Kong (str.); for New York, Mikado (full), James S. Stone, N. B. Palmer, G. A. Oliver.

At FOOCHOW.—For London, Eme, Endymion.

At HONG KONG AND CANTON.—For London, Corea, Star of China; for New York, S. D. Carleton, Annesley, Early Morn.

At MANILA.—For Channel, Jane Sprott, Mary Edey, Hermon, Hourri; for Boston, Gaspee, Nchemiah Gibson, Belted Will.

At SINGAPORE.—For London, Min, Josephine; for Channel, Rana vola; for Marseilles, Isaure, Lenore.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Sept. 22	Weymouth	Shanghai	London
" 23	Michael Angelo	Batavia	Rotterdam
" 24	Sedan	Cardiff	Shanghai
" "	Vanguard	London	Whampoa
" 25	Pere de Famille	Singapore	Havre
" 26	County of Berwick	Sourabaya	Rotterdam
" "	Wemyss Castle	Whampoa	London
" 28	Galatea	Buenos Ayres	Batavia
" "	Chieftain	Singapore	Boston
" "	Bothwell Castle	Probolingo	Amsterdam
" 29	Sooloo	Do.	Boston
" "	Whiffell	Cardiff	Order
" "	Peter Dickson	London	Batavia
" "	Apelles	Singapore	Liverpool
" "	Palm Tree	Manila	New York
Oct. 1	Charles Tottle	Sourabaya	Rotterdam
" 2	Amie	Swansea	Shanghai
" "	Imperiuse	Liverpool	Do.
" "	Petunia	Rio Janeiro	Batavia
" 3	Wylo	Indramayoe	Falmouth
" "	Springfield	Manila	New York
" 4	Kin-Sin	Amoy	Boston
" 5	Hot-pur	Singapore	London
" "	Rio de la Plata	Batavia	New York
" "	Mary Shepherd	Samarang	Boston
" "	Mary Evans	Singapore	Glasgow
" 7	Comet	Manila	Boston
" 8	Herald	Rio de Janeiro	Batavia
" 9	Tiber	Passaroeng	Boston
" 10	Killarney	Singapore	London
" 11	Cervantes	Manila	Cardiff
" 12	Oriental	Passaroeng	Falmouth
" "	Nederlanden Orange	Batavia	New York
" "	Rene	Boulogne	Saigon
" "	Trochraque	Samarang	Queenstown
" "	Dolprussant	New York	Yokohama
" "	William Ritson	Macao	London
" 13	Syren	Batavia	Melbourne
" "	Hermit	Cheribon	St. Francisco
" 15	Cavour	Batavia	Boston
" "	Elizabeth Mentz	Probolingo	Amsterdam
" "	Benefactor	Macao	New York

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £2 15s. sailing vessels, £3 10s. steamers; to New York, £3.

At FOOCHOW.—To London, per steamer, £3 10s.; sailing vessel, £3; to New York, per steamer, £4 10s.; sailing vessel, £3 10s. per ton.

At HONG KONG AND CANTON.—To London, per sailing vessel, £2 15s.; New York, £2 7s. 6d. to £2 10s.

At MANILA.—To London, £3 sugar; £4 hemp.

At SINGAPORE.—To London, per steamer, £3 dead weight; £3 10s. measurement.

At BATAVIA.—To Channel, £4 2s. 6d. to £4 5s. sugar; to Continent, f. 90 to f. 95.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 21, at London, from Rangoon, Douglas (str.); at Deal, from Manila, Tamea; from Macao, Falcon; from Bassein, Waterloo; at Falmouth, from Singapore, John George; at Liverpool, from Rangoon, Charles Bal; —, at Queenstown, from Zebu, Antipodes; from Rangoon, J. C. Potter; 21, at Falmouth, from Maulmain, Nina Borabino; from Rangoon, Nuovo Ghiliuo; —, at Deal, from Penang, Peri; 22, at London, from Galle, &c. (via S. C.), Winstead (str.), Bertha (str.); from Shanghai, Leucadia; 23, from Colombo, &c., Lodora; from Bangkok, Loochoo; from Yokohama and Hio, Nourmahal; from Formosa, Schiedam; 25, from Manila, Catalino; 24, from Colombo, Balzownie; from Penang, Parsee; 23, at Liverpool, from Manila, Mary E. Ray; from Rangoon, Eaton Hall; 22, British Nation; at Queenstown, from Bassein, Khorasan; 23, Sterling; 20, at Texel, from Padang, Waalstroom; 21, at Havre, from Singapore, Marie; from Manila, Duc de Malakoff; at Falmouth, from Ilo Ilo, Glenisla; at Waterford, from Bassein, Eliza Quierello.

DEPARTURES.—Nov. 8, from Bergen, for China, Coudor; 18, from Glasgow, for Batavia and Sourabaya, County of Argyle; 22, from London, for Batavia and Sourabaya, Capiolani; 23, for Colombo, &c. (via S. C.), Hindoo (str.); for Singapore, China, &c. (via S. C.), Glenroy (str.); 22, from Liverpool, for Colombo, &c. (via S. C.), Azalea (str.).

LAID ON.—At Liverpool, for Penang, Singapore, Kong Kong, and Shanghai (via S. C.), Ajax (str.); for Manila, Amigos.

SPOKEN.—K. B. M. R. (Louise Marguerite, French barque), Havre to Bangkok, Oct. 27, 6 N., 24 W.; Fievo (Dutch), Amsterdam to Java, Sept. 1, 13 N., 29 W.

CASUALTIES.—The Prinses Amalia (ship), Timmermann, from Batavia to Amsterdam, put into Table Bay, Oct. 14, leaky, and with rudder broken; she would have to discharge for repairs. The Marie, Hoiveno, which arrived at Havre, Nov. 21, from Singapore, reported having encountered heavy weather off the Cape of Good Hope, during which she laboured heavily and pumped up discoloured water.

MISCELLANEOUS.—The Glenisla, Watts, from Ilo Ilo to Falmouth, was in collision with a brig off the latter port, during a gale, Nov. 22.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BARBER.—On the 22nd Nov., at Hastings, the wife of J. S. Barber, late of Yokohama, of a son.
BIRD.—On the 15th Nov., at Baiton House, Warwickshire the wife of Robert Wilberforce Mertons Bird, of Shanghai, barrister-at-law, of a son.
BOWING.—On the 20th Nov., at Forest Farm, Windsor Forest, the wife of John C. Bowring, of a son.
COWIE.—On the 30th Sept., at Shanghai, Mrs. Cowie, of a son.
EVANS.—On the 18th Nov., at 12, Seacastle-villas, South Kensington, the wife of Matthew Pennfather Evans, of Shanghai, of a daughter.
EVERALL.—On the 23rd Sept., at Shanghai, the wife of Henry Everall, of a son.
GILMOUR.—On the 22nd Sept., at Shanghai, the wife of David Gilmour, of a son.
GUIMARAENS.—On the 22nd Nov., at St. Peter's-road, Croydon, the wife of Pedro G. Goriach, of a son.
GUIMARAENS, of a son.
HALL.—On the 14th Nov., at Brindisi, the wife of Alfred Hall, P. and O. Co.'s agent, of a son.
HART.—On the 10th Oct., at Hong Kong, the wife of Thomas Hart, of a son.
HASLAM.—On the 22nd Nov., at Clapham, Mrs. Augustus Frederick Haslam, of a son.
KALTENBACH.—On the 2nd Nov., at Paris, the wife of G. Kaltenbach, of a son.
KOIRICH.—On the 17th Sept., at Kiukiang, the wife of H. Kojeck, Commissioner of Customs, of a daughter.
MAPPIN.—On the 22nd Nov., at Blackheath park, Kent, the wife of John Newton Mappin, jun., of a son.
TAVARES.—On the 25th Sept., at Shanghai, the wife of L. A. Tavares, of a daughter.
THOMAS.—On the 1st Oct., at Yokohama, the wife of T. Thomas, of a daughter.

MARRIAGES.

BRUNWELL.—WILKINSON.—On the 20th Nov., at St. Michael's and All Angels', by the Rev. R. H. E. Wix, J. R. Brunwell, M.D., of Homelands, Ryde, formerly of Ceylon, to Mary, only daughter of the late William Wilkinson, Swanmore, Ryde, Isle of Wight.
HELYER.—STICKLAND.—On the 23rd Oct., at Singapore, by the Rev. Canon J. A. Beckles, Giles Helyer, commander Sarawak gunboat *Hartsease*, to Miss Jane Stickland, of Bridport, Dorset.
KENNELL.—BRABAZON.—On the 23rd Nov., at St. Margaret's, Westminster, by the Rev. Nigel Madan, vicar of Polceworth, Warwickshire, Captain Kendall, 2nd Life Guards, to Katherine, youngest daughter of the late Major Brabazon, of Brabazon, county Mayo.
MACARTHUR.—MACKIE.—On the 13th Nov., at the Aberdeen Town and County Bank, Montrose, by the Rev. William Nixon, St. John's Free Church, James Ramsay MacArthur, Esq., merchant, Singapore, to Mary Jane, second daughter of the late David Mackie, Esq., shipowner, and formerly Provost of Montrose.

DEATHS.

DATO.—On the 17th Sept., at Chefoo, Bunj. Dato, of Shanghai, aged 28 years.
DENT.—On the 19th Nov., at 12, Hyde-park-gardens, Thomas Dent, late of Messrs. Dent, Palmer, and Co., aged 70 years.
ELLIS.—On the 1st Oct., at Shanghai, suddenly, Edward Ellis, aged 24 years.
JOSHUA.—On the 21st Oct., at Singapore, Muzely, infant daughter of J. K. Joshua.
MACRAE.—On the 30th Sept., at the Shanghai General Hospital, Robert Macrae, a native of New York, aged 39 years.
OPTIZ.—On the 26th Sept., at the German Consulate, Shanghai, R. Optiz, Acting Secretary to the Consulate.
PASSMORE.—On the 8th Oct., at Shanghai, W. L. Passmore, aged 35 years.
TETLEY.—On the 14th Nov., at Forest Hill, the wife of Edward Tetley, aged 53 years.
WILSON.—On the 23rd Sept., at Shanghai, Charles Wilson.

DEATH OF SIR JOHN BOWRING.

Sir John Bowring died at Claremont, his residence, near Exeter, on the 23rd inst. He was born at Larkbeare, in the suburbs of Exeter, on the 17th of October, 1792, so that at the time of his death he had just completed his 80th year. He was the eldest son of Mr. Charles Bowring, of Larkbeare,—a gentleman whose ancestors, for some generations, had been engaged in the woollen manufacture, which in the last century was the “staple” trade of the West of England. His mother was Sarah, the daughter of the Rev. Thomas Lane, of St. Ives, Cornwall. He received the rudiments of a sound practical education, under the Rev. J. H. Bransby, at Moretonhampstead, in his native country; but at the age of 14 he was taken from school and placed by his father in his trade, which at that time consisted principally in the preparation of coarse woollens for export to China and the Spanish Peninsula. As a youth he was of studious and reserved habits, devoting almost all his leisure hours to the study of modern languages and of natural history and chemistry. Before he was of age, he was sent abroad to represent and attend to his father's commercial interests in the north of Spain while the Peninsular War was going on, and received consignments of merchandize to very large amounts. He next visited Northern Europe, remaining for a considerable time in Russia, whence he travelled through Sweden, Finland, and Germany, making it his rule, wherever he found himself, to live, not among his own countrymen, but with the natives, and to make himself acquainted with the country by adopting its usages and speaking its tongue.

In early life his mind derived another bias from his connection with Jeremy Bentham, whose political pupil he became; and it is well known to the elder part of the present generation that, as the first editor of the *Westminster Review*, he became the principal exponent of Bentham's opinions on legal and social questions. He lived on terms of intimacy with his great master, whose works he edited and published in upwards of 20 octavo volumes, and whose executor he eventually became. At this very period, too, he was exhibiting a proof of his intimate acquaintance with European literature, and particularly with its lyrical element, by the publication (in 1821-23) of his *Specimens of the Russian Poets*, which he followed up in 1824 by his *Batavian Anthology*, and the *Ancient Poetry and Romances of Spain*. In 1827, too, he published *Specimens of the Polish Poets*, and a volume on *Servian Popular Poetry*, and in 1830 a work on the *Poetry of the Magyars*. As far back as the year 1829 he had gleaned at Copenhagen the materials for a collection of Danish poetry, and, at the suggestion of Adelung, he translated into English the German *Story of Peter Schlemihl*. Being brought into personal acquaintance with most of the eminent authors and poets of the last generation, he was assisted by them in a design which, however, was never completed, for compiling the History of the Popular Poetry, not only of the Western, but also of the Eastern world, with specimens translated from various sources. We may mention here that a privately printed memoir of Sir John Bowring's literary services gives a list of upwards of 30 languages and dialects from which he published translations in one shape or another; and the large Catalogue of the British Museum will serve to show that his translations, songs, hymns, original poems, and other works distinctly of a literary and non-political character, amount to more than 50 volumes.

His public career may be said to have commenced from the year 1828, when we find him visiting the Low Countries, being commissioned by the Chancellor of the Exchequer, Mr. Herries, on the recommendation of Mr. Alexander Baring (afterward Lord Ashburton) and the Parliamentary Finance Committee, to report on the public accounts of Holland. This report had the honour of being laid before Parliament; but its author received nothing beyond his expenses. On Lord John Russell's appointment to office, we find him next discharging the unpaid duties of a Commissioner to inquire into the state of records of births and deaths in extra-parochial places; and in that capacity he examined and reported upon more than 7,000 volumes, a work which occupied several months of his time. In 1830 he was sent with the late Sir Henry Parnell to France, upon a mission similar to that which he had already discharged in Holland. In 1832 he was appointed secretary to the Commission for the Reform of the Public Accounts, of which Sir Henry Parnell, his old colleague, was chairman. On this occasion he examined in the greatest detail the

Comptables of the French Government, presenting two reports, which were published by Parliament, and which form the groundwork of our present improved system. Sir John Bowring and Sir Henry Parnell between them wrote also the reports of the Exchequer, and prepared those resolutions which, after long delays, have become the law of public accountants in Great Britain and in the Colonies. About the same time he was nominated, jointly with the late Lord Clarendon, Commercial Commissioner to France, being ordered, along with two French Commissioners, to examine minutely into the tariffs of France and England with a view to the extension of commercial relations between the two countries. This mission, or rather its result, was placed on permanent record in the shape of two elaborate reports by the Commissioners, and they are now Parliamentary documents.

On other occasions Sir John Bowring was sent on commercial missions to Egypt, to Syria, to Lombardy, to Tuscany, to Rome, and to Switzerland; and each mission was followed by a separate report, which was published in the shape of a Blue-book. On two occasions he visited Belgium, with a view to procure certain modifications of the existing commercial system, and he represented Great Britain at the meeting of the Zollverein in Berlin in 1838. He also assisted in the formation of the “Manchester League,” which aided in effecting the abolition of the Corn Law. We may mention here that Sir John Bowring wrote a large part of the report of Mr. Joseph Hume's Committee on the Import Duties—a report which has been translated into all the commercial languages of Europe and circulated in hundred of thousands of copies. Many of his recommendations were adopted by Sir Robert Peel. The Parliamentary life of Sir John Bowring began in 1834. Having been an unsuccessful candidate for the representation of Blackburn in 1832, he entered the House of Commons as member for the Kilmarnock boroughs at the general election of December 1834, but he had no seat in the Parliament which met in 1837, after Her Majesty's accession, being defeated by the late Mr. Campbell Colquhoun, mainly on a No-Popery cry. He succeeded, however, in obtaining a seat for Bolton in 1841 and retained it until 1849. In St. Stephen's he was a frequent speaker on commercial and fiscal questions and on subjects connected with Reform, both social and political; but his great fluency made him not very popular in the House.

In 1822 Sir John was in Paris, and on his way back was arrested at Calais by orders from the Government, the Bourbon King of Charles X., on suspicion of being connected with the plot to release the conspirators of La Rochelle. Sir John was cast into a prison at Boulogne, amongst the worst criminals, and confined there for nearly a month, notwithstanding the efforts of our then Minister in Paris, Sir Charles Stuart, and Mr. Hamilton, the Consul at Boulogne. Sir John conducted a most vigorous correspondence while in prison, and most nobly defied the doctrine of “Civis Romanus Sum.” He was released without any sort of explanation or satisfaction, and he roundly upbraided our then Foreign Secretary, Mr. Canning, for not insisting on satisfaction. A pamphlet was published at the time containing all the correspondence. It was only last year that one of his grandsons visited the prison in which Sir John was confined.

In 1849 he accepted the British Consulate at Canton. He soon found difficulties placed in the way of his proper official reception, and matters came to a “dead lock;” complaints met with no attention; grievances were unredressed.

After a short visit to England and France, in order to ascertain how far the views of the French Emperor were in accordance with our own, Sir John Bowring, who had received the honour of knighthood in 1853, returned to China as Her Majesty's Plenipotentiary, Chief Superintendent of Trade in China, and Governor of Hong Kong. Again he sought a formal and official reception from the Viceroy, but his proposals for a meeting were declined. Difficulties increased, and culminated in the well known *Arrow* war, but his China career will form the subject of another notice. Sir John—after a visit to Siam, subsequently described by him in an entertaining volume—returned to England in 1859, being shipwrecked in the Red Sea on his passage. His last public employment was in 1861, when he was sent to Italy to report on our commercial relations with that newly-established kingdom.

Sir John was twice married—first, in 1816, to Maria, daughter of the late Mr. Samuel Lewin, of Hackney, Middlesex, who died in 1858 from the effects of poison administered to her by some of the “Celestials” at Hong Kong. He married secondly, in 1860, Miss Deborah Castle, daughter of Mr. Thomas Castle, of Bristol, who survives him without issue. By his former marriage Sir John had a family; his eldest son, Mr. John Charles Bowring, of Larkbeare, Exeter, is a magistrate for Devonshire; his name is known as the donor to the British Museum of a magnificent collection of Coleoptera, consisting of more than 84,000 specimens, and styled the “Bowringian Collection;” another of his sons, Mr. Lewin Bowring, lately an eminent member of the Bengal Civil Service, was private secretary to Lord Canning and Lord Elgin in India; and his fourth son, Mr. Edgar A. Bowring, C.B., for many years Registrar to the Board of Trade, and Secretary to the Royal Commission for the Great Exhibition of 1851, is the colleague of Sir John Duke Coleridge in the representation of Exeter.

IMPORTANT BANKING CASE.

COURT OF QUEEN'S BENCH—NOVEMBER 19.

THE HONG KONG AND SHANGHAI BANKING CORPORATION V. CHALMERS, GUTHRIE, AND CO.

This was one of the many cases arising out of the bankruptcy of Messrs. Lyall, Still, and Co., of Hong Kong. The facts which gave rise to this action are as follow. In the year 1866 the defendants were the correspondents in England of Lyall, Still, and Co., who had with them a credit, or margin of £25,000. Lyall, Still, and Co. were in the habit of consigning goods to the defendants and of drawing upon them, not specifically against goods consigned, but generally on account, and at the time when the complications resulting in this action existed, the credit of Lyall, Still and Co. with the defendants was largely overdrawn, and gave rise to remonstrances from the defendants, but the credit of Lyall, Still and Co. with the public generally in China still remained unimpaired.

It was the custom in China for merchants either to draw *clean drafts*, that is, simple drafts on their correspondents, or *documentary drafts*, that is, drafts having bills of lading and powers of assurance annexed, forming a security for the payment of bills in addition to the ordinary acceptance. In the ordinary course of business, when these drafts were purchased by the banks or others, the documents were annexed to the drafts, and were forwarded by the purchasers to their correspondents with the drafts to be presented for acceptance, but it not unfrequently happened that the documents were not ready when the mail departed, in which case the drafts went forward, and the documents followed by the next mail. If the seller of the drafts was in good credit, his word was in such cases taken, that the documents should follow in due course.

In October, 1866, Mr. Kresser, the manager of the plaintiffs bank in China, purchased of Lyall, Still and Co., at different times, two bills for £5,000 each (being the bills which are the subject of this action), and in his evidence taken on Commission he says that he purchased them as clean bills on the assurance of Mr. Maclean, the resident partner of Lyall, Still and Co. in China, that documents would be sent by him direct to the defendants, representing goods which were to cover the bills. Mr. Kresser sent one of the drafts for £5,000 with others having documents annexed, to the London Branch, with advice that documents would follow, meaning, as was contended for the Bank, the documents which were to be sent direct to the defendants. Lyall, Still and Co., by the same mail, advised the draft with others to defendants, but did not say whether it was clean or documentary; but with the advice they sent bills of lading for 65 bales of silk, of the value of about £10,000 (\$43,000), against which nothing was drawn specifically, unless the bills for £5,000 in the hands of the plaintiffs, and another for the same amount in the hands of the Comptoir d'Escompte, which were advised by the same letter, could be considered as so drawn. The defendants accepted both bills in the same form, viz.: "Accepted, payable on delivery of documents to follow." The Comptoir d'Escompte refused to take a conditional acceptance, and their draft was accepted clean and paid after Lyall, Still, and Co.'s bankruptcy. The plaintiff did not insist on an absolute acceptance.

The second draft for £5,000 came forward by the next mail, was advised as clean, but by an oversight was supposed to be bracketted in the advice with other bills marked documentary. This draft was accepted in the same form by the defendants, although they had no advice from Lyall, Still and Co. that it was documentary, and no objection made by plaintiffs. When the bills became due they were refused payment, on the ground of no documents having been delivered. It turned out, on enquiry, unless the bills of lading for the 65 bales could be considered as the documents to follow, that in fact no documents existed which could possibly follow. In these circumstances, plaintiffs were advised that either the conditions had been fulfilled *in fact* by the documents having come to the hands of the defendants, or in law by the fulfilment of the condition being impossible, and therefore the condition void.

This action was accordingly brought, and came on for trial, when it was withdrawn from the consideration of the jury and ordered to be turned into a special case. A long delay occurred in settling the case, as the parties could not agree upon the facts, and ultimately it was referred to an Arbitrator to settle the facts of the case, upon hearing the parties and having all the evidence taken in the cause before him. He accordingly settled the case, in which he referred to the evidence taken in the cause, and made an appendix of it. The case came before the Court last year for argument, when the Court objected to the form of the case, and required the facts to be found by the arbitrator, and stated on the case, instead of being referred to in an appendix. The arbitrator found as a fact (notwithstanding the evidence of Mr. Kresser), that the bills were purchased as documentary bills, with documents to follow, but he did not set out or refer to any part of the evidence, nor annex it to the case. The evidence, therefore, could not be looked at by the Court, and there was some difficulty in finding enough upon the face of the case for the Court to come to a decision.

Mr. Brown, Q.C., and Mr. Watkin Williams, for the plaintiffs, contended that the condition had been fulfilled by the delivery of the 65 bales, or that the condition was void, and the acceptance must be treated as absolute, as there never were in fact any documents in existence to which the condition could apply.

Sir J. Karslake, Q.C., and Sir G. Honiman, Q.C., for the defendants, contended that the plaintiffs were bound by the Arbitrator's finding that the bills were documentary, and that having acquiesced in the conditional acceptance, the *onus* lay on them to show that it had been performed.

The above statement of the case will serve to make intelligible the judgment of the Court which follows.

JUDGMENT.

The LORD CHIEF JUSTICE: The result of the discussion has been to make it clear to my mind that the judgment in this case ought to

be for the defendants. The action is brought by the plaintiffs as a Banking Company and as di-counters or endorsers of two bills of exchange drawn by the firm of Lyall, Still and Co., upon the defendants, Messrs. Guthrie and Co. The bills were accepted by the drawers in a conditional form, that is to say, they are accepted "payable on delivery of documents to follow."

Now we know what is the meaning of that term with reference to a possible course of dealing which existed between the drawers and the defendants, the drawers and the Bank, who were in the habit of discounting these bills. The great majority of the bills drawn by Lyall, Still and Co., were covered by shipping documents relating to cargoes to be consigned to the defendants. They remitted bills, and when they went to the bank to get the bills discounted, and just on the eve of the departure of the mail, if the shipping documents were not ready on the moment, it was understood that the shipping documents were to follow by the next mail. That being so, in the first place were the plaintiffs, the Banking Company, aware of the course of dealing with these parties. Certainly, because they were themselves parties to that course of dealing. They knew perfectly well what was the meaning of the terms "shipping documents to follow," they knew perfectly well what was the meaning of an acceptance conditional on that event. That being so, we have the fact of these two acceptances on the delivery of the shipping documents as a condition of the payment. Were those documents to have reference to specific cargoes? That is understood to be the meaning of the terms as expressly found by the case, and one can understand that such a course of dealing would be advantageous to both parties concerned, advantageous to the banker, the discount, and to the endorsee of the bills because it secured him, having the shipping documents in his hands, against the possibility of the acceptance, the bill not being accepted when it was presented by the drawee of the bill. On the other hand it would have been so to the party on whom the bill was drawn and accepted, because he would have those shipping documents, and the person who discounted the bill on the security of those documents would transfer them to him, so that he would have an opportunity of realising the cargoes to meet the acceptance which he had made. That being so, we have next to consider whether, when these bills have been accepted conditionally on the "delivery of shipping documents," those shipping documents have ever reached the defendants, who accepted them on those terms. That would have been for the plaintiff to show. Here is this condition. It is a conditional contract. This acceptance was not according to the ordinary custom of merchants, but according to a specific agreement between the parties. "I accept on condition of your giving me those documents." It is for the plaintiff to make out that condition. Mr. Brown submits, first, that it is established by the correspondence. Sir John Karslake has succeeded in showing that it is not so, because the letter shows just the contrary. In the first place, with regard to the bill No. 1218, which is the first bill for £5,000, that is accepted conditionally. Was it a bill discounted by the plaintiffs at Hong Kong, upon the condition that they should have shipping documents to transmit to England? I think on that there cannot be the slightest doubt. The defendants accepted upon the conditional delivery of shipping documents. Were they right in so doing? That depends on what was the nature of the transaction between the drawer of that bill out there and the plaintiffs, the banking company, out there. We cannot have the slightest doubt, when we look at the correspondence, that the nature of the transaction out there was that the bill to be discounted should be accompanied by shipping documents relating to a specific cargo consigned to the defendants, because the very letter written by the banking company out there to their correspondents here referred to this bill as a bill as to which the shipping documents are expressly stated to follow. Therefore it is quite clear that was a case in which the shipping documents were to follow, and on which the defendants were quite right in so accepting.

Then comes the question whether it was a transaction in which the plaintiffs had a right to demand the defendant's acceptance of the bill, except upon the condition which had been attached to the acceptance? Certainly not, because it is plain upon the letter of the plaintiffs out there to their correspondents here that it was a transaction in which the acceptance of that kind of bill was to depend on the shipping documents. Then, as to the second case, it appears from the correspondence what the arrangement was. In both cases specific consignments were referred to specific bills, and there is nothing to cover the particular bill in question. In the second case, there is a bill of lading, generally an open consignment, but it is quite clear that the defendants never considered that as covering this particular bill, the second bill, because they say, after enumerating the various documents, here is a bill for £5,000, which you say is in the hands of the Hong Kong Bank, but you do not tell us whether it is that bill as to which the shipping documents are to follow or not. Of course, therefore, we must presume, according to the general course of dealing, that the shipping documents are to follow, and we accept on those terms. The plaintiffs have chosen to take the acceptance on those terms, and the defendants have accepted it only on those terms, and if they have not been complied with, Lyall, Still, and Co. are liable to the plaintiffs for not enabling the defendants to fulfil the conditions of the acceptance. The defendants understood from the nature of the transaction, and the dealings between them and Lyall, Still, and Co., that where a bill was not referred to in the letter of advice, as being an open and clean bill, it must be taken as being a bill where the documents were to follow. They accepted accordingly. They have done nothing wrong. They would not have accepted it as a clean bill as having nothing against it. There is no moral blame to them. It is for the plaintiffs to show that the conditions were fulfilled; that is not shown either by the correspondence or by the facts of the case; and under those circumstances our judgment is for the defendants.

Mr. Justice BLACKBURN: I am of the same opinion. The plaintiffs are the holders of a bill of exchange which, upon the face of it, is a mere ordinary bill of exchange drawn by Lyall, Still, and Co., and endorsed by Lyall, Still, and Co. to the plaintiff. Now the

plaintiffs, being the holders of the bill of exchange as between them and the drawers, would have a right to go to the drawee and demand acceptance. If the drawee refuses the acceptance there may be matters between the drawee and the drawer which would make the drawee liable to the drawer: but there is no privity at all between him and the holder of the bill. The holder of the bill's right is to get a simple, clean, unconditional acceptance of the bill of exchange, and if he does not get that he has a right to treat the bill as dishonoured, give notice of the dishonour, and send it back to the person who endorsed it. Now in this case the defendants did not get a clean acceptance because they wrote across the bill, "accepted payable on delivery of documents to follow," making it a consideration that they were not to pay until the documents did follow. I apprehend that was not an acceptance at all. I take it that the plaintiffs had a right to say, "we will not take this; if you do not give us a clean acceptance we will treat the bill as dishonoured, and give notice." But the plaintiffs do not choose to do so. I will state, presently, why they do not. The bank do not do it, but choose to say, "we are content to take it as it is." I apprehend that is not an acceptance of the bill; but between the plaintiff and the defendants it was a very good contract. The defendants, in consideration of that, enter into a contract that if the documents follow, and are delivered, they will pay the bill. There is no reason whatever why that is not a perfectly good contract; but then comes the question, have the documents which were to follow been delivered? Has that condition been fulfilled, or not? That is the point, and the only point.

The second bill is exactly similar, but I will deal with only one at present. Now whether the condition has been fulfilled or not depends upon what is meant by "documents to follow." That arises in this way: that it is a usage, which used to be the usage only in times of trouble and distress, but apparently, latterly, it has become common practice. At first when I knew mercantile usage a merchant would have considered himself affronted if they had offered to endorse his bill, and had said, "we will take it, provided you attach bills of lading." That was, at that time, considered as casting a slur. But recently the practice has grown up, and I am not sure that it is not a wise one (and people do not now take affront in that way), to attach bills of lading, as a matter of course. However, at Hong Kong, Messrs. Lyall and Co. do it; and the general practice seems to be to attach the documents to the bills of exchange, or draft. Then, when they attach the documents to the draft, and hand them to the bank, the holders of the draft send it on, as they ought to do, for presentation, and thereby the documents are in pledge to them. They have, therefore, good security for the draft being duly honoured. If the acceptance was a clean acceptance, without anything more, they would run a risk. If the holder of a bill of exchange had got a clean acceptance, and endorsed the bill of exchange away to another person who was to raise money, he would not do it with dishonesty, but he might do it effectually, and the acceptor of the bill of exchange would be forced to pay the draft that was in the hands of a *bona fide* holder, but he would not be able to get the bill of lading as a security. In order to avoid that difficulty the practice seems to have arisen for a man to accept a draft payable on delivery of the shipping documents specified, and then he is quite safe, for then, if the documents are not delivered the original holder would have no right to sue unless he gave up the documents. That is plain and intelligible. Where the documents are attached to the bill which is pledged, they become specific documents of title. There is no difficulty in dealing with them.

Now it appears there was a further laxity at Hong Kong, which was this: a draft is taken, and the person says it is drawn against certain goods, of which the documents of title are not yet to hand. If the documents of title were complete, they would be attached to the bill, if the documents were complete, they would have attached them to the bill, but, I promise they will be attached to the bill, and I will give them to you as soon as I get them, and they shall be considered as part of the bill, and the practice is in that case for them to come by the next mail. The draft comes, but there comes with it a statement that the documents are to follow by the next mail, and in pursuance of that arrangement the documents do come by the next mail. Now in order to give a security for such an executory promise as that the documents would follow, it seems absolutely necessary and essential that there should be specific documents. If it were a mere general promise "I will give you some sort of security afterwards," that would go no farther than if it had been the personal security of the man. If there is given a specific promise "I will give you the documents of title as soon as they are ready, they are not yet complete," that is an imperfect security. It partly depends on the man's honesty, and partly on his following out his engagements with precision. It is still a security, though an imperfect one. In such a case as that where the documents have yet to come, the person on whom the draft is drawn has reason to consider that that will be the case, and he considers what he will do. If he accepts generally he knows he will have the security of all the funds in his hands as factor. It appears, in this case, the defendants allowed Lyall, Still and Co. to draw to the extent of £25,000, and Lyall, Still and Co., without the defendants' consent, had overdrawn to the extent of about £4,000, for which the defendants made a severe complaint in their last letter. The sum was short of £4,000, £3,017 was the amount, consequently the defendants were not at all anxious to accept further, but the defendants had reason to believe that the documents were coming. They would naturally say, if we accept simply, we accept without security, for all that was in our hands has been exhausted; but if the documents are coming we may safely do it, and we will trust to the Hong Kong Bank, who took these from Lyall, Still and Co., to see that the documents were such as to give them reasonable security, and therefore give us reasonable security. They might very reasonably say, "We will accept this draft payable if the documents that are to follow do follow, and come to our hands." Now, if it had turned out that the documents had come to hand unpledged (and I should have said myself that there was a good deal of doubt and

difficulty in saying that), I should have thought that condition fulfilled, but if it were otherwise, and they had come already pledged and earmarked, that would be a different thing, because I do not think in any sense that would be within the condition. Now, unfortunately, the arbitrator has left it uncertain as to what it was that Lyall and Co. had engaged to give when they said "the documents are to follow in these two cases." He says nothing about it, and leaves it uncertain. If there was no engagement as to anything specific, I think he ought to have said so. He simply leaves it uncertain, and says "the documents are to follow." Then the question is whether the documents that were to follow have in any way come into the hands of the defendants. I think it rests with the plaintiffs to show what documents were to follow. Shipping documents attached are pledged to one of those bills, and they come to hand. The next invoice states that bills of lading were pledged to two of the bills in the hands of the Hong Kong Bank: they come forward. Then the third simply states, here is the bill of lading, but it says nothing about its being pledged to anything; and then there are two bills drawn in favour of different persons for £10,000, and Mr. Brown's argument was that the one bill was the bill for which the documents were to follow. I can see no reason why they were to be appropriated any more to that one than the others. It therefore seems to me to be perfectly clear from the letter which has been read that it could not be the bill of lading for the invoice for £43,000, and I have no reason to suppose that that was the document that was agreed to be given. Every document that is in that letter advising them is specifically appropriated to other and different bills. Not one of those could be for that bill. The defendants in their answer complain in this way: "You had before overdrawn £600, now you overdraw £800, and now you overdraw £1,400, altogether £3,000; this is intolerable." And they might reasonably say so. If there had been documents to come, the documents would have probably covered the £3,000, and the defendants would have been safe, but it is because that was not so that they have a ground of complaint. So that it comes back to this one question—do the plaintiffs show that the documents which were to follow have come to the defendants' hands. The plaintiffs have failed to show what the documents here were. They have failed to show, as it seems to me, that the documents that came to the defendants' hands were the documents intended to follow. Taking it, therefore, that the documents never did come to the defendants' hands at all, it seems to follow from the conditional contract that the condition has not been fulfilled.

Mr. Justice MELLOB: I am of the same opinion. It is perfectly clear that the condition cannot be rejected on the ground suggested by Mr. Brown. It is neither repugnant nor ambiguous, and it is the only foundation of the liability of the defendants. It is the very ground on which they make the bargain between themselves and the person who brought the bill for their acceptance. That is very clear as it appears to me. The only other difficulty that has arisen is from some alleged obscurity in the evidence, or some want of evidence, or some want of inference to be drawn from the facts as stated. It appears to me that it lay upon Mr. Brown to show that. If there really is the defect which Mr. Brown suggests, it was the duty of his client to make it clear. I can see no evidence myself, when the facts are carefully considered, which tends to show that these documents, the foundation of the defendants' liability, had ever come to their hands.

Judgment was then entered for the defendants.

THE SILVER BURNT IN THE "AMERICA."—The *San Francisco Bulletin* states that a portion of the treasure recovered from the remains of the steamer *America* has arrived in that city, and on the 25th of October was shown to a few persons in the office of the *San Francisco Assaying and Refining Works*. 23 boxes of melted coin, weighing from 200 lb. to 400 lb. each, were scattered about the floor of the room, and there were piles of bars and irregular masses of valuable metal lying around loose. Two pieces of the melted mass, with a length each of about three feet, a width of 18 inches, and weighing 100 lb., looked like a section of frozen clay bristling with oysters. These oysters were twenty-dollar pieces, Mexican dollars and half-dollars of American coinage, with dimes and half-dimes for young oysters, and iron spikes, bits of brass and steel, to represent the shell-fish that are wont to burrow in the bed of the ocean, the whole forming a valuable specimen of crustacea. In some instances the coins are only welded together in rolls, and at other times they form one lava-like lump. The melted matter and the coins are of a deep green colour. The large bars of bullion were less affected by the fire than the coin, and do not appear to have lost much in weight. The metal is to be re-coined. \$300,000 worth of treasure, half-melted, coloured by fire and the action of the water is a curiosity which few people have an opportunity to see.

THE BURMESE EMBASSY.—The Chief Ambassador and the other members of the Burmese Embassy left Dover on the 15th inst. in their screw steam yacht. His Excellency and suite were escorted from the Lord Warden Hotel by Captain Bruce, R.N., Admiralty superintendent; Mr. W. Forster, Vice-consul for Belgium, and others. Prince Arthur was on the pier to witness the departure. A large number of people were also on the promenade.

The steamer *Altona*, which is announced for despatch to China, goes out for local service, and is consigned to Messrs. William Pustau and Co.

A TESTIMONIAL has been presented by the Mayor, Aldermen, &c., of Brighton to Mr. William Curtis, late proprietor of the *Brighton Gazette*, who proceeds to China.

The small steamer *Sea Gull*, for Hong Kong, passed Malta on 12th, all well. The captain and crew were sanguine of getting out safely.

A DENIAL is given to the statement that an Italian flotilla has left for Borneo to establish a penal settlement.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, NOV. 25, 1872.

THE SUEZ CANAL TARIFF CONTROVERSY.

THE position taken by the Turkish Government with regard to the disputed question of the calculation of tonnage on vessels passing through the Suez Canal is one which cannot be regarded without regret by all who have watched the progress of the great work of the greatest engineer of the day, and all who have the interests of the shareholders who entrusted him with their capital really at heart. On the very eve of financial success, and in the face of a continually increasing traffic, the country which must most largely benefit by the development of the Canal seems bent on checking the traffic, and risking the very existence of the work, by a course of ruinous litigation, based on a mere quibble, which no thoughtful man can believe will be determined in its favour. "The Porte does not recognise the right of a French tribunal to place an interpretation upon a concession granted by the Turkish Government." In other words, the most impractical and uncommercial Government in the world—the "sick man" whose loans are regarded with the greatest distrust—refuses to have its own contract interpreted according to the rules of common sense and commercial usage. And this decision has been arrived at at the very time when the financial embarrassments of the Suez Canal Company have long ceased to be a secret. No doubt M. DE LESSEPS is responsible for this suicidal policy. It must rest with the shareholders to set him right, if they would preserve their property to themselves. It was an error from the first that the designer of the work should be the Chairman of the Board. No one will suspect us of disrespect to the great engineer, but it is a matter of history that constructive and administrative ability seldom go together. The so-called "concession" of the Turkish Government was as plain as A B C. It was on the strength of its being based on European principles, and subject to European interpretation, that it attracted European capital. What, then, becomes of M. DE LESSEPS's proposal to "invite the Powers to send representatives to a Congress to determine"—what was distinctly laid down, and never doubted—"an uniform system of tonnage?" It is tempting fate for the shareholders to permit this state of things to continue. The company is declared to be French, and it is in good credit—the Porte and M. DE LESSEPS want to prove it Turkish, and if they succeed they will reduce the value of the shares to *nil*. Our greatest steam company—the P. and O.—stands aloof, and have, we believe, suspended operations which would have been of benefit to the Canal, in sheer astonishment and disgust at the prevarication of the directors. The obstinate action of M. DE LESSEPS is no doubt attributable to the effete Protectionist doctrines which were lately galvanised into circulation in France only to be repudiated by the unanimous voice of commercial men. That M. DE LESSEPS will persevere in the compliant and ignorant Eastern kingdom is likely enough. It is for the shareholders to prevent him if they would save their property. The expenses of litigation alone will be enormous, to say nothing of the cost of the proposed "Congress"—and all the Congresses in the world could never alter the terms of a contract. They could only confirm them in their integrity; and, if the shareholders insist on their being confirmed without delay, they will give an im-

petus to the construction of vessels which will soon fill their Canal with a continuous stream of shipping, and recoup themselves for the apparent losses which are attendant on the commencement of all great speculations.

THE FAILURE OF BOWLES BROS. AND CO. AND THE JOINT NATIONAL AGENCY.

It is a trite proverb that "experience must be dearly bought,"—but we do not envy our American cousins the very costly lesson they have given the Japanese in the failure of the above-named concerns. The figures submitted to the meeting of creditors at the Cannon-street Hotel will go far to shake the confidence in our new friends in the Far East in those who have made them the warmest protestations. The Americans have bidden high for the good opinion of the Japanese, and we are far from confounding such transactions as those of the Messrs. BOWLES with the general commercial principles of the merchants of the United States. But the effect is the same; £83,000 of liabilities against £3,500 of assets—putting aside items "which it is impossible to estimate"—present a miserable prospect for the creditors, to say nothing of the appropriation of securities to their own use, for which Mr. ROBERT BOWLES has been called to account at the Mansion House Police-court. We believe the amount of deposits lodged with the Joint National Agency, and other Japanese now in this country, amounts to £20,000, and the sudden stoppage and cutting off of their funds has inflicted the greatest possible hardship on the various students scattered over the country. It has been a game of bowls in more senses than one, and now the BOWLES have gone, the Japanese will certainly think themselves the "green" on which the game was played. We can but note these things—remedy is out of the question. The loss of *prestige* and confidence through such occurrences cannot, however, be over-estimated. Had due inquiry been made, the present loss might have been avoided. The Messrs. BOWLES were directors of the Agency, and held 100,000 shares of £1 each, of which they had only paid up one shilling.

LI HUNG-CHANG.

It is an ill wind which blows nobody any good, and it now appears to be possible that the floods which have of late been desolating the country in the neighbourhood of Tient-sin may indirectly exercise a beneficial influence on the relations of foreign countries with China. It will be remembered that in a memorial worded in terms of almost more than usual self-glorification LI HUNG-CHANG recently announced to his Imperial master that the embankments of the rivers of Chili, which last year gave way by reason of the swollen currents, had under his superintendence been substantially repaired; and he even went so far as to petition that honours should be distributed among his subordinates in the work. Scarcely had the vermilion pencil signed the magic words "Respect this" to the usual postscript of approval of his memorial, when the floods again rose, and again the banks of the Yung-ting river gave way, and again the waters emptied themselves on the plain. Fortunately, in the cause of truth, there exists among the officials of China a class of men who are to the EMPEROR much what the "King's Eyes" were to the rulers of ancient Greece, and one of these, PIEN PAO-CHUEN by name, took upon himself to enlighten his Imperial Majesty on the real value of the work performed by LI HUNG-CHANG and his underlings, the consequence of which was that in spite of the presentation to the Throne by the VICEROY of a very "felicitous omen" in the shape of some double-eared corn, which he reported as having sprouted in the Province under his control, he was handed over for punishment to the Board of Civil Office, "for not having better directed his subordinates regarding their work." The importance to be attached to this rebuke will doubtless depend on the line of policy which Prince KUNG and his associates may be intending to adopt towards foreigners. It may mean nothing, or it may mean a great deal. Should the Government be inclined to meet the wishes of the Foreign Ministers on the subject of the Audience Question, his reprimand thus publicly administered might become a powerful lever in their hands with which to depose this great anti-foreign leader from the prominent position he at present occupies.

In another column will be found a correspondence on the Coolie trade, which brings up again the convention entered into by Sir RUTHERFORD ALCOCK restricting the terms of service to five years, and which practically stopped the orders from our West India Colonies. We do not think that the writers on the subject are just towards the West Indian Committee. It is well known that they employed Mr. SAMPSON, of Canton, to engage their Coolies, and we have always heard that the Coolies shipped by him were perfectly aware of the nature of their agreement. We understand that a joint protest has been sent by the British and American Government to Portugal against the Macao Coolie traffic.

HIS EXCELLENCY IWAKURA and the other chiefs of the Embassy, Sir HARRY PARKES, General ALEXANDER, and a distinguished company of city bankers and merchants, were entertained on the 19th by the Goldsmiths' Company, at their fine hall in St. Martin's-le-Grand. As soon as possible now that HER MAJESTY has returned to London the chief members of the Embassy will be presented and take formal leave. We understand that Sir HARRY PARKES, accompanied by Lady PARKES, will leave for Japan next January, to resume his post at Yedo as our Minister and Plenipotentiary Extraordinary.

We understand that Mr. DOUGLAS, who was specially engaged by the trustees of the British Museum to catalogue the Chinese and Japanese works in that establishment, has made considerable progress in the work. We believe that the catalogue will contain in Chinese or Japanese characters the exact title of every work, and when we say that many of these characters have to be specially cut for the printers, our readers will not be surprised to learn that the catalogue will probably occupy two years in passing through the press.

THE negotiations between the Dutch Government and the Netherlands India Steam Company for running an alternate monthly line between Batavia and Australia have not yet been completed. In addition to the steamer which we noticed as launched for the Company's service, we hear that a purchase has been made of the *Lord Elphinstone*, a steamer of about 700 tons and 150-horse power. It is expected that both these vessels will be despatched by the end of the year. Another one is also on the stocks on the Clyde.

We understand that the Rev. W. A. RUSSELL, of Ningpo, now in this country on leave, is likely to be shortly consecrated Bishop of North China. The salary of this appointment has for the present been undertaken by the Church Missionary Society. No decision has, we believe, been arrived at in regard to the Bishopric of Victoria, Hong Kong, or the Chaplaincy of Yokohama.

THE Directors of the Pacific Mail Company have chartered three screw steamers, under the British flag, to supplement their fleet on the China, Japan, and San Francisco route. They will probably load out from here, passing through the Suez Canal.

THE COOLIE TRADE.

In our last issue we noticed a letter from Mr. Ohlson, Secretary to the West India Committee. Mr. Jenkins, who conducted an Inquiry into the Condition of the Coolies about three years since, now makes the following comments on it; and a writer, signing himself "Veritas," whom we take to have been in Peking, takes up the question in the interest of the Chinese Government. We are astounded that "Veritas," who must be well acquainted with the facts, should so far misrepresent the action taken by the Americans to suppress this horrible coolie trade. The Americans were really the first to engage in and profit by it, and not until Sir Harry Parkes (then Consul at Canton) took action in 1860 to expose its enormities did the United States Government move and finally pass the Act of Congress of 1862 prohibiting American vessels from engaging in the trade. "Veritas" does not make any allusion to the "Chinese Passenger Act" passed by us some seven years previously, which completely stopped the traffic in British ships.

"Mr. Ohlson's letter reproduces the worn-out fact which he and others have given us *ad nauseam*. Dr. Underhill has done duty I know not how often. Canon Kingsley observed the system in

the best coolie-worked colony in the world, under the auspices of his friend Arthur Gordon, whose ability and decision enabled him to force upon the planters such legislation as the planters of British Guiana are now opposing tooth and nail. The gentlemen who make such plausible professions of anxiety for the coolies' interests are endeavouring to thwart the Colonial-office in its efforts to put the coolie on a fair footing with his master—a position which I assert, and the report proves, he does not occupy. I challenge Mr. Ohlson and the whole West India Committee to disprove this assertion. When Mr. Ohlson declared that the report 'sufficiently indicates the system' now existent, I should like to know the meaning of this peremptory despatch from Downing-street (Sept. 13, 1872) to Governor Scott:—

"The course taken by you respecting the Immigration Bill is entirely in accordance with the wishes and intentions of Her Majesty's Government. The elective members of the Court of Policy are under a serious misapprehension if they believe that Her Majesty's Government could consent to relinquish the leading provisions of the Bill. You should distinctly explain to the Court of Policy that Her Majesty's Government regards this legislation as indispensable, in consequence of the report of the Coolie Commissioners; and that when they 'strongly recommended the Draft Ordinance to the early and favourable consideration of the Court of Policy' they did so in the confident expectation that the Court would understand that it was necessary that no time should be lost in passing it, and that they would cheerfully co-operate in measures which are so essential to the welfare of so large a part of the population of the colony. The Court must remember that the coolies are placed under contracts of a very peculiar nature, by which they forego during a term of years to dispose freely of their own labour; and that Her Majesty's Government, however desirous they may be to secure to the colony adequate supplies of labour, are bound to insist upon such conditions as they may deem necessary for the protection of the immigrants. It is my duty to state that if undue delays are interposed in the way of the legislation now proposed, or if the decisions arrived at by Her Majesty's Government after full consideration of the Commissioners' report are rejected, it will be impossible to permit the continuance of coolie emigration to British Guiana.

"In this grave determination the Colonial-office is warranted by the facts, and ought to be supported by the public opinion of England."

TO THE EDITOR OF "THE TIMES."

Sir,—In *The Times* of the 12th inst. a letter appeared from Mr. J. L. Ohlson, secretary to the West India Committee, on "Coolie Immigration," in which the following passage occurs:—

"The stoppage of Chinese emigration in 1866 requires a word of explanation. It occurred not because the Chinese Government withdrew its permission, or was dissatisfied with the treatment of the immigrants, but because it was induced to impose certain provisions which would have greatly increased the expense of the immigration."

It is to be regretted that the West India Committee, in putting forth this statement, did not complete the information offered by telling the public what those "certain provisions" were which would have greatly increased the expense of the immigration, in order that we might judge whether the provisions so imposed were reasonable and just or otherwise. I trust you will allow me to complete the records by the addition of the following facts.

In 1861, it being matter of notoriety that the regulations under which Chinese coolies were shipped for the American continent and adjacent islands did not suffice to prevent a traffic from Macao and elsewhere in the China seas being carried on under foreign flags which was only a slave trade in disguise, negotiations were entered into at Peking by the British and French Governments with a view to the better organisation of the whole system. In pursuance of this object a joint Convention was ultimately entered into by the British and French representatives at Peking with the Government of China, by which increased security was given for the shipment of such coolies only as were willing to go, with a full knowledge of the conditions of their contract for their better treatment on the voyage, and a return passage at the end of five years, the longest term of servitude being limited to that period. This latter mainly was the provision objected to by the planters in their own interest as greatly increasing the expense of the immigration. In consequence of the opposition from the colonies and of the French shipowners, who feared it would interfere with almost the only freight they ever earn in China in the transport of these live cargoes, both the British and French Governments refused to ratify the Convention. The Chinese, though much pressed, have ever since refused to strike out these provisions, and the results have been the stoppage of emigration from the Chinese ports, but not from Macao or Hong Kong, each claiming to be foreign territory under Portugal and Great Britain, and free to disregard all Chinese legislation. From the former of these colonies there has been no interruption to the nefarious traffic, and each year from 15,000 to 20,000 unfortunate Chinese take their departure. Each year, too, can show parallels to the horrors so lately perpetrated on board the coolie ship, the *Dolores Ugarte*, sailing from Macao for Peru, in which the whole living cargo was left to perish in a burning ship with the hatches battened down by the crew. And from Hong Kong, notwithstanding all the humane legislation and care to insure that none but voluntary emigrants leave the harbour, and only under conditions of food and space calculated to insure their safety on the voyage, it cannot be denied that we lay ourselves open to grave suspicion on the part of the Chinese that we encourage and lend a certain sanction to the shipment from the Portuguese colony in sight, so fruitful in tragedies and revolting cruelties. Even assuming that no abuses are practised under our own supervision (rather a bold assumption, perhaps), is it not an evil example, and an abuse of our privilege, to convert our colony into a depot for coolie emigration under conditions formally disapproved by the Chinese Government,

whose subjects these coolies are, and with which we have a treaty of amity and commerce?

As to the provision of a return passage and a limitation of five years for the term of service—unless the coolie chose of his own free will to engage for a second term—the planters may claim to be the best judges of the increased expense, and whether, under such conditions, it will pay, or is otherwise worth their while, to have labour from China. But, on the other hand, the Chinese Government have the undoubted right to insist upon such condition if they think it necessary, and there is a remarkable *consensus* of opinion among all not directly interested in the employment of such labour, after having had abundant opportunities of judging on the spot, that without this provision, honestly carried out, there is practically no difference, save in name, between coolie labour under contracts for longer terms and with no facilities for return, and slavery. There are, moreover, other Governments besides the Government of China, which have the same opinion, and have acted upon it, in this matter of coolie emigration. Great Britain and France, as late as the year 1860, entered into Conventions, the object of which was to permit France to engage Indian labourers from our territories for terms of labour in Reunion. The first was signed at Paris, July 25, 1860. In this it is provided by Article 8 that the contracts to be entered into with the labourers shall make stipulation for the duration of the engagement not to exceed five years, "at the expiration of which the emigrant shall receive a return passage to India at the expense of the French Government," and "if he consents to contract a new engagement he will be entitled to a bounty, and will retain his right to a return passage at the expiration of such second engagement." It is further stipulated that "the right of the immigrant to a return passage extends to his wife and his children who quitted India under the age of ten years, as well as those born in the colony." In a second Convention between the two countries relative to the emigration of labourers from India to the French colonies, signed also at Paris, July 1, 1861, the same principles are reaffirmed, and similar stipulations expressly insisted upon. See *Hertslett's Treaties* for these years. How is it possible that two of the foremost nations of the civilised world, both Christian, the one representing the Protestant faith and the other the Roman Catholic, could, after signing two such Conventions with each other, refuse to recognise on the part of the Chinese Government a right to stipulate for similar provisions for the protection of their own subjects? And what must the Chinese rulers and people think of two European nations thus comporting themselves—with one measure of protection and justice for the Indian and another for the Chinese labourers?

I am very sure the public opinion of this country once enlightened as to the true facts will never endorse a policy so utterly unworthy of a civilised nation. If we cannot act with common honesty or consistency in our dealings with an Eastern race, let us at least cease to set ourselves up as humanitarians, animated with an earnest desire to put down slavery, whatever specious form it may take. Let us, above all, cease to declaim at public meetings with eloquent rhetoric on the horrors of a traffic carried on under our own flag by British agents and with the aid of British capital. Such is the existing state of things in the South Seas and the Chinese alike; such, with slight modification in minor particulars has been the slave trade of Eastern Africa, which at the end of a long series of years only we have at last been shamed into an effort to stop. Why have all these horrors of kidnapping and slavery been allowed to continue year after year without any real or honest effort on the part of civilised States to put a stop to them as effectually as by a united effort they stamped out piracy as soon as it was found to be inconvenient and injurious to commerce? Each nation in turn has seemed to say, "Am I my brother's keeper?" while deeds worthy of the bucaniers on the Spanish Main two centuries ago have been done in open day, and under every flag in succession, without a hand being raised to stop them or execute justice. Each in turn has had some interests to serve at the expense of all this wrong and suffering, and so the world has shut its eyes and looked the other way, while the man who had fallen among thieves was allowed to perish by the roadside without one good Samaritan to have pity upon him and come to his rescue, though at his own cost. The United States of America alone have taken any step to mark their honest disapproval by passing an Act of Congress making it a penal offence to carry any indentured Chinese under their flag. Why does Great Britain not follow so good an example, and at least purge the country of all overt complicity with the acts of slavers and kidnappers? Were we to do this, and stop all shipment of coolies under contract from Hong Kong, we might then with clean hands seek the co-operation of all other European Powers to join in a common effort to stop slavery in every form on the high seas by treating all ships found engaged in the traffic as pirates. In less than two years a slaver or a coolie ship would be quite as rare as a pirate. Then, and not before, it would be time to see whether by common consent such ample security could not be taken for the efficient protection of labour voluntarily supplied by Asiatic races, and to decide whether labourers could be safely draughted from the overcrowded labour markets of the East to the fertile lands of the West suffering from a dearth with mutual benefit. I believe a system of emigration could be so organised as to secure all the beneficial results with few, or none, of the abuses which now make it a reproach to civilisation wherever it has taken any large development. But one condition, I am convinced, is essential to this end, and that is the condition twice insisted upon in successive Conventions by England and France—a limited term of service (not exceeding five years) and a return passage. Were emigration from China carried out on this basis, and with adequate security for fair wages and good treatment, there would within a very few years be no need of kidnapping to secure as large a supply of labour as all the West could employ, and this without any expense of engagement, or passage, either out or back. If a few of the many thousands of those who have been violently or fraudulently taken from their homes were enabled to return with the accumulated savings of five years' well-remunerated labour, and bringing back good

accounts of their treatment in those distant colonies whither they had been carried, the difficulty would before this have been one of selection, not of search. I found this conclusion upon the following facts, perfectly well known by all who have been in the Eastern seas:—When the first reports of the goldfields of California, and later of Australia, came to be generally known in China, and ships lay in the harbour of Hong Kong with a flag at the main on which the Chinese characters of *Kin-shan* (Gold Hills) were written, signifying that they were passage ships to those golden regions, not hundreds, but thousands, were found willing to venture all they had, and start on their voyage to those distant and unknown lands. But long before there was any question of gold-fields, and for many generations past, the overflowing population of the Chinese coasts has crossed the Straits and peopled the whole Archipelago from Java and Macilla to Australia in search of labour and its remuneration. Not even the prejudice against them manifested in the most violent and oppressive forms both in Australia and California has sufficed to deter successive swarms of colonists from finding their own way across the seas in both directions. Are these not proofs sufficient to show that a remunerative field for labour is the only inducement necessary to secure the spontaneous supply from these great labour reserves in China of as much as can be profitably employed? The main obstacle has arisen from the rapacity, violence, and dishonesty of the emigration agencies, and the villainess of the native instruments set in motion by the capital of foreigners to entrap or kidnap Chinese who had no desire to emigrate at all. Honesty would really in this, as in so many other cases, have been the best policy; while the policy based upon more sordid and less defensible principles has only met its due reward in the impossibility of obtaining any adequate supply of labour; to which must be added the opprobrium resting upon all civilised nations for the horrors permitted under their respective flags, and the wrongs so persistently inflicted upon inferior races unable to defend themselves against the superior force of Europeans.

VERITAS.

London.

(THE TIMES.)

Within the last few days a very old question has been re-opened in our columns, and the unabated interest which the controversy excites conveys evidence not only of its indestructible vitality, but also, we fear, of its insoluble and almost hopeless character. In some parts of the world there is an over-abundant population; in others a strong demand for the labour of men's hands. That one of these conditions should be applied in relief of the other is a proposition so obvious as to need no proof. In fact, there is nobody found to deny that under some system or the other the transport of labourers to fields of labour is a thing to be promoted and encouraged. But what is this "system" to be? How and on what principle are its regulations to be framed? What are the conditions necessary to prevent it from becoming a "slave trade in disguise;" and how is the protection due to the immigrant to be reconciled with the fair interests of his employers? Let us here quote the words of a correspondent whose information is excellent, and whose bias is probably not greater than that of most other parties to the controversy:—"I have thought and said that, within proper restriction, with improved regulations, and under careful supervision, the immigration of Coolies may be made fruitful of good. What is it that makes me hesitate or doubt? It is the temper of the planters themselves—their sensitiveness, their irritability at criticism, and their opposition to reforms." So speaks Mr. Jenkins, and we admit at once that in comparison with other censors he has given the planters pretty fair words. We dare say they are, as a class, disposed to recent interference between their labourers and themselves, and as little inclined as most other people to welcome the changes introduced as "reforms." But, as our correspondent must be well aware, there is another side to this question; nor would it be difficult to found "hesitation or doubt" on the infirmities to which nature, as well in Coolies as in planters, is commonly liable. These labourers are not always what they should be, especially when their ideas of their own rights have been expanded by indiscreet friends. Many persons will be able to remember the course of affairs in Jamaica and other West India islands after the emancipation of the slaves, when, in fact, it was found practically impossible to obtain any efficient labour except under conditions provoking the cry of "slavery in disguise." The question, indeed, is whether any stipulations calculated to satisfy the employers must not always necessarily involve such an amount of "involuntary servitude" as would bring the result to something admitting of the name of slavery. A Coolie immigrant must, if his labour is to be worth buying contract to sell it for a term of years, and he is not, perhaps, very likely to have his heart in his work; yet if the planter is not only to find him in wages but to pay for his journey out and home, he is entitled to look for some sufficient return.

There is, however, one notable exception to these generalisations. The Chinese, whose case is well stated by our correspondent "Veritas," are the best of immigrants. They are honestly and uniformly willing to work for their wages; they are docile, patient, apt, and thrifty. If left to themselves, or provided with ordinary facilities for migration, they will of their own accord carry their labour to a good market, make a good bargain for themselves, and even, in some cases, provide for their own return. Some years ago it was found in California that two distinct streams of Chinamen were constantly flowing, one Eastward and the other Westward. It had been apprehended that the American population of the province might be swamped by these Asiatics, but it was soon discovered that the departures were almost as regular as the arrivals. We should be disposed, therefore, to look upon almost any story of "slavery in disguise" as inherently improbable when told of Chinamen. Notwithstanding their long seclusion from the world, there are no people who go abroad more readily, or are more sensible of the advantages offered them by foreign labour markets. On the other hand, it cannot be questioned that the nefarious proceedings in the Polynesian Seas deserve the character imputed to them. Indeed, the "labour-ventures" described in our Australian Correspondence amount—not to

"slavery in disguise"—but to downright piracy and man-stealing. The actual slave trade on the East Coast of Africa could be nothing worse; in fact, it is probably something rather better. But all these stories of kidnapping and slave-driving must be carefully distinguished from the case recently raised, and now before us. To such stories there is really only one side; but here it is otherwise, and though we do not affect to determine an interminable inquiry, the fact should not be overlooked or forgotten.

What, for instance, does Mr. Jenkins himself reveal in his letter? He quotes almost involuntarily, though certainly with little compliment, half-a-dozen authorities directly opposed to his own conclusions. We could add, with little trouble, as many more to the same effect. The shield has its white as well as its black side, and so it was from the very beginning. Indeed, just when the Emancipation Act became a public question the planters engaged a gentleman of considerable repute to lecture in various parts of the country on their behalf, and rewarded him munificently for what proved by no means an unsuccessful tour. However, there is some comfort for us in Mr. Jenkins's communication. He testifies to the existence of a place where the imported labour of immigrants is really employed on satisfactory and successful terms, and what has been done once and in one country can, we should hope, be done again and in another. Yet an impartial reader might be disposed to suspect that this state of things was due rather to compulsion applied to one side than to a balance established evenly between the two. Mr. Jenkins, in fact, speaks of the legislation in question as having been "forced" upon the planters, and though we do not here contest the propriety of the compulsion, yet compulsion there clearly was. Altogether the problem is far more difficult than might at first sight be imagined. In Jamaica—the most conspicuous of examples—it can hardly be said to have ever been solved at all. The negroes were emancipated; they obtained natural and rightful freedom, but they never did become, as "free-labourers," that patient, hardworking, and industrious race which we were told to look for. The Coolie, Mr. Jenkins thinks, should be put "on a fair footing" with his master. The claim has certainly been both asserted and admitted in cases nearer home; but if the reader will only reflect on what a master might not unreasonably expect, as contrasted with what the friends of the immigrant are uniformly inclined to exact, he will soon see the difficulty of reconciling the two demands. A labourer in a strange country, bound to a foreign master for at least a moderate term of years, unable during that period to mend or change his position, and left to endure as he best may the conditions of, perhaps, an ill-conditioned bargain, is, indeed, a helpless kind of creature, and it is fortunate that sympathies for such creatures have been always and actively forthcoming. On the other hand, however, we have the admission, from the very nature of the case, that it is his interest to get thus employed, and the necessary conclusion that it must be made worth the planter's while to employ him. Perhaps, after what has been now repeated and re-written on the subject, our readers will be little inclined to wonder at the irrepressible and interminable character of the question it is found to suggest.

PROGRESS IN CEYLON.

(COMMUNICATED.)

Upwards of twelve months ago I sketched out in your columns the probable future of Ceylon as not depending on coffee alone, but exporting other products then only dreamed of, and I pointed out large quantities of available land suitable for the cultivation of tea and chinchona, in a climate which nothing could beat for healthiness. Other lands I alluded to in hotter and drier districts equally well suited for the growth of cotton. Scarcely did I expect, however, that so soon action would be taken in the matter. The specimens of tea then being grown only as experiments have now been tested by an experienced cultivator. The report of the quality is so favourable that already one large company has given orders to fell a block of land and commence the culture on a large scale. The quinine extracted from our experimental chinchonas has been reported upon with equal favour, and inquiries are now being made for blocks of land on which it will grow. And no doubt but it will soon be undertaken, no longer as an experiment, but as an industry of the country. No move has yet been made in cotton, but silk has been experimented upon with marked success, and Government have promised every encouragement to experiments tending to introduce this as an article of commerce in the island. The new Governor, Mr. Gregory, has already shown an earnest desire to develop the previously hidden resources of the country, by encouraging every industry which may be expected to add to the island's wealth and importance. His speech at the opening of this, his first Council, is elaborate and comprehensive, big with prospects and full of hope. Chief among the good things in store for our island is the message he sent to the Council since delivering his opening speech, to the effect that he had received the authority of the Secretary of State to commence the breakwater. Let us hope this work will be vigorously undertaken by the new Governor and concluded during his rule.

The Governor is at home in harbour matters, and the inauguration of such a great and important undertaking could hardly have fallen upon a man more conversant with such works, and who will at once recognise this as the key to the future greatness of Colombo among the ports of the East. Long has she waited for it, but the prospect is now not distant. If at the same time the new Governor can see his way to undertake and carry out the railway extension from Nawalapitiya to Badulla he will have done during his rule the two works of the greatest magnitude that have ever been undertaken in Ceylon—works, too, which will and must be

reproductive. As to the money, that should not be difficult to raise. From the present railway sinking fund the debentures are being retired as they fall due, without a single fresh loan or extension, and in a few years that first railway (from Colombo to Kandy) will be the property of the island free of any burden. The credit of the colony never was so good as at present, and I doubt not but that any amount could be raised for such works as those alluded to. Not only are the debentures, still outstanding against the old railway, being retired as they fall due; but the amount necessary to complete the present extension to Nawalapitiya, and which was estimated at £150,000 a year ago, has been reduced to £75,000—the other £75,000 having been saved from revenue. And even the £75,000 that will have to be borrowed is expected to be got in the country without placing a single debenture in the home market, so that should money be required for the Badulla extension there should surely be no difficulty in borrowing it, seeing the island is able and willing to do so much for herself. Two very important new measures have been also inaugurated by the new Governor—one the conservation of forests, a thing very much required, for, by paying a trifle, any man could formerly go and hack and cut down any quantity of the most valuable timber. The other is a museum for preserving specimens of the natural history and antiquities of the island. If Mr. Gregory would go a step further, and establish a zoological garden for its live specimens of animated nature, he would confer a still further benefit upon the community over which he presides.

By the new arrangement regarding timber, forest trees will not only not be allowed to be needlessly and wastefully destroyed, but the land will be replanted—so that in course of time new forests will spring up in place of the old. The Governor seems in doubt whether those requiring timber should get a permit to cut as formerly, and where they liked, or whether the trees should be pointed out to them by the Government Inspector, or whether all should be cut by the Government, and brought to a certain spot and sold. Undoubtedly this last is the only safe way, and the only mode by which the Government will be able to have a thorough control over the timber to be sold, as well as over the land to be replanted.

THE EMPEROR'S MARRIAGE AND THE AUDIENCE QUESTION.

(SATURDAY REVIEW.)

The future ruler of China has been permitted, at the age of seventeen, to assume the matrimonial responsibilities which, abundant as they are under the Chinese system, form but a prelude to the cares of his immense Imperial sway. Upon this fact our own interest in the recent marriage hinges. While the Emperor continued still under tutelage a ready excuse for inaction in many essential respects was at the service of those in whose hands the direction of affairs rested. Not only have frequent remonstrances on the part of the foreign representatives concerning breaches of treaty provisions, and their counsels with respect to the internal state of the country, been met by appeals for indulgence during the Emperor's minority, but the same fact has served to keep in abeyance a question which must operate as a turning-point in all the relations of China with foreign Powers. Up to the present moment, although treaties of amity and commerce with all the principal nations of the world have been signed, and five or six foreign embassies are permanently lodged at Peking, no overt act has been committed by which the pretensions of the Chinese sovereignty to universal dominion are really compromised. The *Ta Huang-ti* remains still, in the estimation of all his subjects, the one universal ruler who, despite all temporary reverses and curtailments of power, is endowed by Heaven with the functions of supremacy over the entire human race. If, in the treaties that have been entered into within the last few years an equality on the part of European sovereigns, and even of an American President, with Heaven's Viceregent is intimated, these pretensions are unknown to all but a very restricted number of the Chinese people, and they are probably, without exception, secretly ridiculed by those most familiar with their existence. The entire polity of China is founded upon the notion of the Emperor's divine personality, and of his superiority, in virtue of his station, over every other created being. To abandon this conception of the Imperial dignity is to yield the basis of a belief which alone justifies the cherished immobility of the Chinese. Even during his minority, therefore, the youthful Emperor has habitually received the homage of his Ministers and of the vast official body in the form which acknowledges his unlimited supremacy. The "three kneelings and nine knockings of the forehead on the ground" which constitute the ceremony called *kobow* have daily been performed before him; and to the Chinese mind it still remains inconceivable that any human being may approach the sacred presence save in this posture of self-abasement. Yet an innovation in this respect looms foremost among the consequences of the young Emperor's accession to power. The envoys of seven or eight Western nations stand ready to claim the right of audience with the sovereign whose majority has been represented as the term to which the redress of all grievances must be postponed. They will appear before him as representatives of kings and rulers who address him on an equal footing; and we may be sure that neither kneelings nor forehead-knockings will be included in their programme of etiquette. Pretensions of this kind involve so patent a surrender of the claim to universal sovereignty that resistance may be expected to be prolonged to the utmost possible limit. None of the treaties with China expressly stipulate the right of audience, which seems to have been left to flow as a natural corollary from their general tenor. It is open to the Chinese Government, therefore, to

contest the whole question of the privilege itself, and there can be little doubt of this being done with characteristic pertinacity.

A retrospect of the precedents of their diplomacy shows that the Chinese are singularly apt to take a stand upon one point in their line of defence against foreign intrusion, unmoved by any reasoning or arguments until the last and most powerful of all is brought into play. Then the defence is perseveringly shifted to the next outwork. A continuous policy in this respect may be clearly traced. Without going back to the weary wranglings of the East India Company's days, we may observe it in the refusal to accept a representative of the British sovereign forty years ago in the person of Lord Napier; next in the obstinate and almost successful opposition to the extension of trading points along the coast; afterwards, in the contest, dexterously prolonged during well nigh fifteen years, against the admission of Europeans into Canton; and again when this question had been settled at the bayonet's point, in the desperate effort made to prevent the establishment of foreign legations at Peking. Although worsted successively in all these struggles, the Chinese have nevertheless perceived an advantage in the time they have gained by the political strategy employed. The audience question has furnished in a twofold manner material for similar tactics. It has served, in the first place, to postpone during a number of years past the consideration of pressing questions which have been reserved under vague promises of a settlement after the Emperor's majority; and it will now in all probability be made a subject of contention as regards details which may achieve the object of consuming further time. The experience of the last five years has tended more and more to persuade the Chinese that the day is at hand when, in conformity with the prediction of their venerated statesman, Tseng-kwo-Fan, European nations will be weakened and China strong. Scarcely had the authorities at Peking begun fully to appreciate the advantages won for them (almost without their own knowledge) by the insidious Burlingame mission, in obtaining from Mr. Gladstone's Government their pledge to a policy of total inaction in China, when the German victories of 1870 occurred to relieve Prince Kung and his colleagues of all fear respecting the penalties likely to be exacted by France for the massacre of her subjects at Tientsin. The mortifying repulse of an American invasion by some petty Korean forts in the ensuing year helped on the revival of the old feeling of contempt for the nations of the West, and Chinese arrogance has shown itself in full development of late in the conduct of the haughty Li Hung-chang, the most powerful among Chinese statesmen of the day. While our representatives have been instructed to act with complete deference to Chinese prejudices, and to eschew the slightest dependence upon physical force in their negotiations, the Governor of Tientsin has shown himself busy in fortifying the approaches to the capital with every appliance of modern science, taking little pains to conceal the object which these martial preparations are intended to further. We have certainly no reason to impugn in any way the abstract right of the Chinese to lavish their money on rifled cannon and electric torpedoes, which would probably serve, after all, but poorly to resist a serious European attack; but as an obtrusive symptom of the temper at present prevailing in the Chinese official mind the armaments at Tientsin are worthy of attention. They betoken an extreme unlikelihood that the admission of European representatives to audience with the young Emperor will be speedily arranged on a satisfactory footing. At the same time the Chinese have irretrievably committed both themselves and all concerned to the necessity of pressing the question to a solution, by their persistence in referring to the future decision of the sovereign himself the diplomatic difficulties that have arisen of late years. The attempted revision of the British commercial treaty was thrown into abeyance on this ground; the settlement of the French grievances connected with the massacre in 1870 awaits the delivery of a letter addressed by M. Thiers to the Emperor by the French envoy in person; and now the German Government is about to undertake the negotiation of a revised treaty in lieu of the instrument which has completed its appointed term. The audience question will meet all these and other diplomatic undertakings on the threshold, and it will be strange if the usual Chinese policy of procrastination be not again displayed. Behind the tactics of delay there now stands, moreover, for the first time, a menace of serious resistance; but both one and the other need only be met by firmness to be forced to give way; and if it be too much to hope for a display of this necessary quality on our own part, there is still reason to believe that other Powers will not hesitate to occupy the place which Great Britain seems willing to surrender.

THE TIMES' SHANGHAI CORRESPONDENT.

There is no news down from Peking about the Audience Question, but letters say there is an uneasy feeling there that the French are preparing not only to press, but to enforce their demands; and Chinese rumour magnifies the number of gunboats and other war vessels ordered up to assist the Minister in his designs. As there are several precedents for the Emperor receiving foreign Ambassadors, as the Chinese have been taught the utility of opposing foreigners when thoroughly roused, and as the floods will paralyse Li-Hung-chang, there seems every possibility of the question being quietly settled, and everyone discovering that there has been a great deal of unnecessary bother about a practically valueless concession; but there is also the chance of an accidental display of fear or temper on one or the other side hopelessly complicating matters.

The flood in Pechili seems spreading, and Li-Hung-chang, who, as Viceroy, is held responsible, is receiving a series of rebukes for his carelessness and inefficiency in the Peking *Gazettes*, which may not improbably be followed by his degradation and possibly utter ruin. Nothing could have happened more unfortunately for him. Public feeling is against him. Cold and repellent, his ability and efficiency have alone raised him and kept him in his place, and if Heaven declares, as it appears to Chinese minds to do, against him, it is doubtful

whether Krupp's guns and a large organised force, his only remaining "standbys," can maintain him.

As a sign of advancing appreciation of their duties and responsibilities the local Government are sending a commissioner over to Japan to investigate the case of the *Maria Luz*, a Peruvian coolie ship, which has been detained by the Japanese Government pending the examination of the coolies as to their alleged unwillingness to emigrate and the ill-treatment they have received on board. Whatever the result as regards the special case, it is satisfactory to see the Chinese awakening to the fact that matters beyond their own boundaries do more or less concern them.

THE FAILURE OF BOWLES BROTHERS AND CO.—MEETING OF THE CREDITORS.

A meeting of the creditors of Messrs. Bowles Brothers and Co. was held on the 16th inst., at the Cannon-street Hotel, for the purpose of considering the best course to be pursued by them in order to protect their rights. Sir Antonio Brady was in the chair, and Mr. Robert Bowles and Mr. Keith (the London manager of the firm) and Mr. Schofield (the inspector of the estate) were present. The creditors' interests were watched by Messrs. Bircham, Dalrymple, Drake, and Co. It appeared in the course of the proceedings that the bankrupt firm had banked with the Union Bank of London, and had there deposited securities upon which they had drawn. According to the statements of Mr. Robert Bowles, however, Mr. Charles Bowles, his brother, had exclusively managed all the banking business in London, but, unfortunately, this latter gentleman left London for America only a short time ago in very poor health. Mr. Robert Bowles stated that when he went to the Union Bank after the suspension and was told there that the action taken by that bank had not been in consequence of any deficiency in the cash account, but because the value of the securities had depreciated, he (Mr. Bowles) remarked, "Why, we have no securities here," when he was shown the book in which entries of the securities deposited by his firm had been made. A gentleman acting on behalf of Mr. Neale, one of the creditors, questioned Mr. Bowles very closely upon the subject of some bonds, to the value of between three and four thousand pounds, which had been left with the Messrs. Bowles for safe keeping, by his client, and without his knowledge or consent hypothecated with the Union Bank. Mr. Bowles disclaimed all knowledge of the matter, saying his place had always been in the reading-room at the bank, and although he did not wish to conceal anything, he had nothing to tell. Mr. Neale stated also that, besides the conversion of these bonds, they had undertaken to take up £1,050 worth of Nashville Shares, which duty they had neglected to perform. Mr. Vizetelly then proceeded to question Mr. Bowles, who stated that there was nothing due to Messrs. Julius S. Morgan and Co. until 5th October last, since which time about £50,000 had been paid to them through their agent in New York. Being asked where the funds to make these payments came from, he said they were realised from moneys paid in New York and Boston on letters of credit, and not in any way out of the funds of the depositors present at the meeting; but he could not tell where their money had gone. Mr. Keith made the same statement as to the amount owing Messrs. Julius S. Morgan and Co., and said that it had all been paid except between two and three thousand pounds. The money had been paid by deposits received in the New York and Boston houses, and, as far as he knew, no portion of the money of the creditors present was used for that purpose. He thought Bowles Brothers had balances at the Union Bank up to the Friday or Saturday before the stoppage, and then they had balances against them amounting to about £778, but the transactions between the two could only be ascertained by examining the books. A gentleman present then said he had been requested by a lady, Mrs. Maria Gates, to state that she held receipts for 5,000 dol. in United States Bonds, entrusted to the care of Bowles Brothers and Co., and she wished to know where they were. Mr. Keith said he presumed they were in the Union Bank; they were taken there without Mrs. Gates's permission. No money had been advanced to Mrs. Gates upon them, and the bank had no claim upon her; they were left with Messrs. Bowles simply to be taken care of; but, by Mr. Bowles's direction, everything was placed in the Union Bank, and, from time to time, as money was required, loans were obtained upon the securities thus deposited.

Mr. Vizetelly then moved the following resolution:—"That a committee be appointed to investigate the affairs of the firm of Bowles Brothers and Co., and to take such action in the matter as they may deem fit." This was seconded and carried. The proposer suggested Sir Antonio Brady and Mr. Bateman as members of the committee; but they both declined, the former on account of press of business, and the latter because he had himself caused an attachment to be placed on the property of the firm. A long and desultory discussion ensued, and a committee was ultimately appointed, consisting of Commissary-General Gardiner, Mr. Vizetelly, Mr. Cook, Mr. Jones, and Mr. Carter. The proceedings then terminated.

NAVAL AND MILITARY.

The Mosquito gunboat, Lieutenant-Commander W. H. Bond has not yet sailed for China, having been detained at Devonport by extremely rough weather. At the official speed trials held last week the following were the results recorded:—Full power, mean speed, 9.743 knots; revolutions, 135.2 per minute; steam pressure 60 lb.; vacuum, 24 in.; half-power, mean speed 8.036 knots; revolutions, 104.4 per minute; steam pressure, 43 lb.; vacuum, 27 in. The vessel appears in the *Navy List* as of 60 nominal and 360 indicated horse power, but at the trial the engines developed a power of 500-horse.

Some time since, when the decision of the Admiralty to despatch

he *Thalia* with reliefs for the China station was promulgated, we pointed out the utter unsuitability of the vessel for such service, as evidenced by the circumstances attending the voyage of her sister ship the *Juno*. That our statements concerning the *Thalia* were well founded is shown by the following paragraph from the *United Service Gazette* :—

Great complaints reach us as to the utter want of even reasonable accommodation experienced by the officers ordered to take passage in the *Thalia* to join ships in China. Neither fresh air nor daylight is available in the mess-place of the officers, and the generally expressed opinion at Malta was one of surprise at the Admiralty treating naval officers so badly. It will be remembered that the War-office declined to allow troops to be embarked in the *Thalia*. For her regular complement of officers and men the *Thalia* is no doubt admirably adapted for service on the China station. We only hope she will make the passage of the Red Sea and reach her destination without a heavy sick list—a hope, we fear, which will not be realised.

Mow Surawongse, one of the sons of the Prime Minister of Siam, has been admitted a cadet at the Academy at Woolwich. Another son, at present attached to the 22nd Regiment, is shortly to go through a course of instruction at the Royal Engineer's Academy.

Lieutenant Alexander Cochrane has been appointed to the *Midg*-, on the China station.

THE HEALTH OF THE CHINA FLEET.

The statistical report of the health of the Navy for the year 1870 has just been published. It is a massive volume, the report from the China station alone occupying forty-four pages. From it we extract the following particulars :—The squadron on the station comprised twenty-five vessels, exclusive of the eight gunboats, from which the returns are defective. Making allowance for this, the force is estimated at 2,420 men. The total number of cases entered on the sick list was 4,490, which was in the ratio of 1855·3 per 1,000 of force, being an increase compared with the preceding year equal to 349·0 per 1,000. Of these 254 were invalided, and 87 cases proved fatal, the former being in the ratio of 92·7, and the latter of 31·7 per 1,000. Compared with the preceding year there was an increase in the invaliding rate to the extent of 42·6 per 1,000, and in the death rate to 18·1 per 1,000. This large increase in the rate of mortality was entirely attributable to the loss of Her Majesty's ship *Slaney*, whereby 41 officers and men were drowned. The average number of men sick daily was 199, which was in the ratio of 72·6 per 1,000 of force, being an increase compared with the preceding year equal to 10·9 per 1,000. Under the head of Febrile Group of General Diseases (small-pox, measles, fevers, ague, &c.), 39 cases appear. Of the 7 cases of small-pox, 4 occurred in the *Hornet*. The disease, it is stated, was prevalent at Foochow, where the ship was then stationed. Another case occurred on board the *Icarus*, at Shanghai, another in the *Pearl*, at Yokohama, and another in the *Salamis*, the patient (a marine) having contracted the disease at Newchwang. There was a case of measles on board the *Leven*, the *Ocean*, and the *Sylvia* respectively, and there were two cases on board the *Pearl* at Yokohama. A single case of scarlatina occurred on board the *Ocean*. There were three cases of typhus fever (two fatal), two in the *Ocean*, and one in the *Princess Charlotte*; seven cases of enteric fever, one in the *Dwarf*, four in the *Ocean*, and two in the *Zebra*; 186 cases of simple continued fever, 50 of ague, and 126 of remittent fever. The vessels showing the largest number of cases of these fevers were the *Algerine* (20), the *Hornet* (34), the *Icarus* (21), and the *Princess Charlotte* (23). A fatal case of pyæmia appears in connection with the *Barrosa*—that of a boy who was discharged to the Naval Hospital at Yokohama, as a case of disease of the temporal bone and meningitis. In the Constitutional Group of Diseases (rheumatism, gout, syphilis, scrofula, and phthisis), 573 cases were entered. There were 192 cases of rheumatism during the year (of which 27 were invalided), and 359 cases of syphilis. The average daily number of men daily unserviceable from the latter disease was about 35, and the total number of days' sickness was 12,665. The vessels which showed the largest number of cases were the *Barrosa*, the *Hornet*, the *Midg*-, the *Ocean*, and the *Sylvia*. At Hong Kong, it appears, the Contagious Diseases Act has been in operation for some years; at Shanghai, it had not at the date of this report been introduced.

At Hiogo syphilis was very prevalent. There is a very large establishment for women licensed by the Japanese Government, with no medical supervision or inspection of any kind. All ships remaining here for any length of time suffer severely, while at Yokohama cases are comparatively rare among the shipping, showing the great benefit of medical inspection at that port. Something of the kind is much needed at Kobe. Under the head of Diseases of the Nervous System and Organs of the Special Senses, 90 cases are entered, of which 18 were invalided and 8 proved fatal. Among the latter was a case of hydrophobia—that of a petty officer of the *Ocean*, who was bitten on the hand by a dog, which the man himself immediately destroyed. The animal appeared to have been worried a good deal during the day. The wound, after treatment, healed, but 50 days after the patient's discharge, unfavourable symptoms appeared, and the man died in fearful agony on the following day. Under the head of Diseases of the Circulatory System, 28 cases are recorded, of which 22 were invalided, and 2 proved fatal. A fatal case of organic disease of the heart occurred in the person of an able seaman of the *Ocean* at Yokohama; and a marine belonging to the *Hornet* died of aneurism. In the class of diseases of the Respiratory System 354 cases were recorded, of which 7 were invalided and 3 were fatal. Of diseases of the Digestive System there were 1,036 cases, of which 62 were invalided, and 9 proved fatal; cases of dyspepsia and diarrhoea being most numerous. The *Rinaldo* appears to have had the largest number of cases of diarrhoea and dysentery. While the ship was at Hong Kong, Surgeon John Buckley states in his report, the men used the water from the shore, which was impure, and contained a great quantity of organic and earthy matters. I look on this

water procured from the shore at Hong Kong (he says) as the main source of the subsequent diarrhoea, laying the seeds of the disease, which were afterwards developed from very slight causes. While at sea, such was at one time the large number of men under treatment for diarrhoea and debility, that it was found practically impossible to continue the voyage under sail, and they steamed immediately to Yokohama, to rest the ship's company and give them a chance of rallying. A special letter was addressed by the surgeon to the captain, and forwarded to the Admiral. In other classes of disease the cases were as follows :—Urinary organs, 208 cases; organs of locomotion, 15; cellular tissue and cutaneous system, 1,064. One fatal case occurred in the latter class—that of a petty officer in the *Elk*, who died in the Civil Hospital at Labuan, from abscesses, caused by a mosquito bite. Five cases of *delirium tremens* occurred, two of which proved fatal. Three cases were in the persons of commissioned officers, and two in petty officers. Under the head of Wounds and Injuries 504 cases appear, including 10 deaths, in which there are five of drowning, 3 by falling overboard, 1 by being washed overboard, and in the other the cause was not ascertained. By the wreck of the *Slaney*, as already stated, 41 lives were lost.

The following is a return of the number of cases of disease and injury during the year on board each ship on the China Station (the number in the parenthesis is that of the ship's complement) :—*Ocean*, 382 (655) first commission, 711 (435) second commission; *Barrosa*, 405 (290); *Pearl*, 75 (275); *Icarus*, 98 (125); *Rinaldo*, 63 (180) first commission, 356 (180) second commission; *Zebra*, 64 (185) first commission, 208 (185) second commission; *Algerine*, 167 (45); *Avon*, 122 (80); *Cormorant*, 54 (90); *Dwarf*, 130 (70); *Elk*, 167 (70); *Hornet*, 117 (75); *Leven*, 26 (45) first commission, 78 (50) second commission; *Midg*-, 167 (70); *Slaney*, no return; *Nassau*, 96 (95); *Salamis*, 176 (95); *Sylvia*, 70 (105) first commission, 148 (105) second commission; *Adventure*, 242 (160); *Princess Charlotte*, 368 (100).

LITERATURE.

Travels in Indo-China and the Chinese Empire. By Louis de Carné. London: Chapman and Hall. [SECOND NOTICE.]—M. de Carné's account of the French exploring expedition is interesting, not alone as a record of travel in the hitherto almost unexplored regions which were traversed in the long and toilsome journey along the course of the great river of Cambodia, and afterwards in the passage across Yunnan to strike the upper waters of the Yangtze, but also through the insight it affords into the designs and aspirations which were cherished until lately by the French representatives in South-Eastern Asia. This was more particularly the province of M. de Carné himself, as a delegate from the French Foreign-office, attached in the capacity of a political observer and reporter to the party organised and conducted by Capitaine de Lagrée. With all the ardour of youth superadded to the patriotic fervour which has always distinguished French officialism in the East, M. de Carné devoted himself from the moment of his arrival in Cochin China, early in 1866, to studying the prospective developments of a dominion which was fondly regarded by himself and others as the nucleus of a future Indian Empire under the Napoleonic tricolor. In the touching preface with which Comte de Carné has introduced the record of his son's life labour, it is intimated, indeed, that the retention of Cochin China as a French possession was for some time seriously in doubt, the advantages accruing from the occupation being thought insufficient, it would seem, to outweigh the heavy outlay entailed; but the representations of Admiral la Grandiere, the then Governor, prevailed with M. de Chasseloup Laubat, the Marine and Colonial Minister, and sanction was given to schemes, the ultimate object of which was the absorption of the entire basin of the Mekon, including the whole of Cochin-China, Cambodia, and Laos. The soul of these prospective undertakings was the Commandant de Lagrée, who, before setting out as leader of the great exploring expedition which was destined to cost him his life, had been occupied in wresting the protectorate of Cambodia from Siam by a series of strong measures, which are for the first time recounted in detail in M. de Carné's book. Much that has hitherto been obscure in the relations between the last-named country and France, is now for the first time made clear; and however we may be inclined to agree in the assumption that the position of the French in Lower Cochin-China renders extension of the present colonial limits inevitable, it is impossible to do otherwise than reprobate the unscrupulous course of action pursued in committing the mother country to protectorates and annexations which only an inordinate ambition could regard with satisfaction. The work before us, after recounting Capitaine de Lagrée's contests with the Siamese for the control over King Norodom of Cambodia (the same who has lately paid a visit to Hong Kong and Canton in the custody of French officials), describes in detail the adventures of the French Expedition during its ascent of the Mekon, by means of native canoes and with a slender escort of disciplined Annamese, the French soldiers who accompanied the party at the outset having become so discontented under the fatigues and hardships of the journey that it was necessary to send them back to Saigon after entering the Laos country. Two centuries had elapsed since any European had previously traversed the remoter tracts of this wild but highly interesting and productive region; and the scientific observations which may be expected on the appearance of the official report of the expedition, shortly to be published by Lieut. Garnier, the second in command, will undoubtedly have a high value

for geographers and ethnologists. It was with feelings of bitter disappointment that the explorers parted, at an early stage in their journey, with the hope of finding the Mekon a river navigable by steamers; but this circumstance did not detract from the indomitable resolution of their leader, nor from the success with which they pursued their journey until the frontiers of China were reached at Sze mao (the Esmok of Capt. Sprye), after passing through the territories of Siam, Laos, and the outskirts of the Burmese dominions. It was somewhat mortifying to M. de Carné's sensitive patriotism to find that the explorers were frequently addressed as Englishmen, and that some difficulty was experienced in making clear to the inhabitants of these wild regions the separate existence of his own country; but a consolation was found in visions of a grander future, when the French flag should wave not only along the entire valley of the Mekon but also over the whole of Cochinchina and Tonquin. The eventual annexation of the last named region was, it is evident, a pet project of M. de Lagree and his brave companions.

The later adventures of the expedition after leaving the Mekon at Esmok, sixteen months subsequently to its departure from Saigon, are already sufficiently well known to our readers, and we need only add that they are recounted with great spirit and vivacity by the lamented author of this record. The work is on the whole well rendered into English, but it could be wished that the translator had possessed some acquaintance with the geography of the countries traversed, and with technical details, such as would have obviated the occurrence of some awkward mistakes. We read, for instance, of the victory achieved by "Admiral Rigault de Genouilly & (instead of *at*) Touranne," whilst such solecisms as the rendering of *lieutenant de vaisseau* by "lieutenant of the vessel" are barely excusable nowadays.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, NOV. 20.

I was able to briefly announce in my last letter that the First Chamber had unanimously passed the East India Budget for 1873. The discussions only lasted one day, and no political questions were brought forward; the debate being confined to the future of our finances and those of Java. A good many members expressed fears lest the favourable balance, which has been the rule for several years past, will turn in future to a deficit. The Conservatives alluded to the warnings of Mr. van Houten, who, as a Radical, opposed most vehemently the policy of the Government. This member of the Second Chamber has published a pamphlet, of which I have already promised to give you the outlines. The *brochure*, which was most pompously announced, contains nothing that is new, but is mainly a reproduction of much that has been said before both by Conservatives and Liberals about Indian finance. The preface, however, is very curious—it is a very sharp philippic directed against the Liberal papers, which took the liberty to disapprove of his principles as a politician. The author says—and he is quite right in so saying—that it is not necessary for a Liberal to be nothing but a mere thick and thin supporter of a Liberal cabinet, but it is on the other hand very strange that an advanced Liberal can find nothing but Conservative arguments to urge against Liberal measures. It is not only the present Cabinet which he endeavours to overthrow, but also the former one. But I may leave Mr. van Houten alone with his insignificant pamphlet, which he, of course, regards as his political monument, and which as such is much applauded by the Conservative press.

Notwithstanding a storm of petitions, the Lords have also passed the Contagious Diseases Bill, by 23 against 12 votes. The anti-vaccination argument did not make much impression upon the First Chamber, which is, I am glad to say, becoming more practical and liberal than the Lower House. No less than 80,000 of his Majesty's loyal subjects (children of ten years included) had forwarded addresses in opposition to that clause of the measure which enacts that both children and teachers in public schools must be vaccinated. The East India Tariff Bill was the remaining matter with which the Senate dealt, and this measure was also carried, after one day's debate, by 21 against 17 votes. When we remember the many addresses against the revision of the tariff which were sent to the Chamber from our cotton districts, it is most remarkable that among the warmest defenders of this Bill were an industrial from Twente, Mr. Stork, and a Rotterdam trader, Mr. Pincoffs, who bears the singular nickname of "Rotterdam's Providence." His maiden speech in favour of the Bill was most elaborate and eloquent. The members of our Second Chamber may learn a lesson from our Lords, to devote less time to useless chatter and simple bubble. And indeed it seems as if they had already taken the lesson to heart. Last Monday the Home Budget was laid before them, and they only spent a few hours in the "general discussion!" Quite a miracle this, and the more remarkable because some Hague correspondents of Liberal papers have foretold that weeks would be expended upon this tiresome Budget debate. It is, however, probable that the Opposition has selected for their *pièce de résistance* the Reform Bill, which finds foes in the ranks of the Liberals as well as among the Conservatives. A good many of the members think it wiser to reject this measure and to overthrow the Cabinet than to run the chance of a dissolution of the Chamber. Others are of opinion that the Minister of the War Department has been selected as the *bête noire*, that the Parliamentary Krupp's cannons will be directed on him, and that he must ultimately fall a victim to the *rai sonneurs* and *groggnards* of the Chamber. The Budget of the Home Department being carried in a one day's sitting, that of Foreign Affairs was brought forward. After an important debate upon a long series of questions regarding our

relations with foreign Powers, especially with Venezuela, this chapter would also have been carried, if Mr. van Eek, at the end of the sitting, had not asked permission to interpellate the Government about the Reform Bill. Notwithstanding that this has most certainly nothing to do with our Foreign Affairs, permission was granted; and so matters stand.

Some days ago a meeting was held at Amsterdam of the creditors of the *Oost Indische Maatschappij van Lyfrenten*, in order to discuss the method of liquidation. The original proposal, which I already mentioned, was amended by Messrs. T. M. C. Asser, J. P. van Boesse, and twelve other creditors, and these amendments were mostly approved of. As commissaries were elected Messrs. E. A. Leus, T. M. C. Asser, G. J. de Clercq, who will act with the commissaries elected by the shareholders, viz.: Messrs. C. J. A. den Tex, A. van Hoboken, and W. K. W. Mathes. They will watch over and control the liquidation, which is to be carried out by Messrs. Jhr. P. A. van Berestyn and J. Seelig.

Commercial and financial affairs present little change. The money market remains in a tight condition, and fears are entertained that the rate of discount will again be raised. Up to this moment this has had no disastrous effect upon the Bourse, the prices of the public securities being, on the contrary, well maintained, and a lively demand has prevailed, except for American railway shares, against which an open war is declared. I regret to state that two important cotton houses have stopped payment; notwithstanding that the names of these firms are in every mouth, I am not permitted to record them.

The Queen returns to-day from England. Some newspapers say that her visit was made with the view to negotiate a marriage between an English Princess and our Crown Prince, but I, however, am able to say that the report is entirely without foundation.

As a curiosity I insert the fact that Christine Muller's beautiful novel *Lief en leed uit een Kleinere wereld* will be translated into English by Sir John G. Shaw-Lefevre, Secretary to the English Admiralty, under the title of "The Burgomaster's Family; or Weal and Woe of a Little World."

PRODUCE MARKETS.

A quiet tone has prevailed in our Produce market during the last few days, which may be to some extent attributed to the further advance in the rate of discount. As regards Coffee and Sugar, business has also been checked by the near approach of the Trading Company's public sales, to be held of the former article to-morrow, and of the latter this day week, but Sugar has nevertheless been in good request at full prices. Hardly any alteration is to be reported in other articles, in which there has been upon the whole but little stirring. Tin has declined.

SHIPPING.

DEPARTURES.—Nov. 14, from Texel for Samarang, Aria and Betsy. ARRIVALS.—Nov. 18, at Texel, from Rangoon, Surrey.

PASSENGERS OUTWARD.—For Java, per "Gravenhage," Messrs. Aernoudt, Bakker and family, Andeweg and family, Prioso and family, Le Rutte and family, Pineda and family, Verschuor and family, Halwyn and family, Fecstra and family, Boele, Rant, Vanger, Van Stede, Simmer, Struyck, Kruyt, Wolsinck, Voute, Grevo, La Fontaine, and von Carlourtsik, Miss Andeweg, Miss van der Worp; per Aria and Betsy, Messrs. Hamel and family, Koppens and family, Valk and family, Roelofs and family, van Dyck and family, Poulbon and family, Geldorp, Berger, von Hengel and Schreuder.

Monetary and Commercial.

In compliance with a requisition, a special meeting of the members of the Manchester Chamber of Commerce was held on the 20th inst. for the purpose of discussing the question of mildew in cotton goods, and of considering the adoption of means to remedy the evil. After a long discussion, in which Mr. S. Mendel, Mr. P. Goldschmidt, Mr. J. Thompson, Mr. Fox Turner, Mr. J. Slagg, jun., and other leading manufacturers and merchants took part, a resolution was passed requesting the directors of the Chamber to take up the consideration of the causes of mildew and report to the members thereon.

An old standing dispute between the Hong Kong Bank and Messrs. Chalmers, Guthrie and Co., as to the liability of the latter on two acceptances to Messrs. Lyall, Still and Co., drafts for £10,000, has been decided in the Court of Queen's Bench, and resulted in a verdict for the defendants. The Bank insisted that the bills were not bought or advised as documentary bills, and that they were entitled to an unconditional acceptance. That in fact the manager in Hong Kong bought them as clean bills. Chalmers, Guthrie, and Co., however, contended that they were justified in granting the acceptance they did, viz., "Payable on delivery of documents to follow." A full report of the case will be found in another column. The loss arising from this transaction has already been provided for by the Bank.

A meeting of the creditors of Messrs. Bowles Brothers and Co. American bankers, has been held, when an approximate statement of the affairs of the London House was submitted, showing estimated liabilities about £83,000, irrespective of the liability of the firm on account of 100,000 shares in the Joint National Agency.

The assets, consisting of cash and good debts, are estimated at £3,500, exclusive of certain debtor balances amounting to upwards of £38,000, the value of which cannot at present be ascertained. After considerable discussion in reference to the accounts, and the pledging of some of the securities of the customers of the London house with the bankers of the firm for advances, a resolution was passed appointing a committee of creditors to make further investigations, and take what action they may deem fit. Another meeting will be held on the 27th inst. when the committee will present their report. Mr. Robert Bowles, the only member of the firm in London, has been arrested and brought up at the Mansion House Police-court on a charge of misappropriating securities belonging to Messrs. D'Agostino and Son, bankers of Naples. The case was remanded, Mr. Bowles being held to bail in the sum of £8,000.

A meeting of shareholders of the Joint National Agency, the failure of which concern was noticed in our last, was held on the 19th inst. A resolution was passed to wind up the Company by voluntary liquidation, but since then an application has been made to the Court of Chancery. The liabilities of the company total about £60,000, and the assets show £29,000. The Japanese creditors are about fifty in number, and include several of the members of the Embassy and the Minister in Paris, the remainder being students resident in different parts of the country and on the Continent. Their claims total up £18,000, and we hear that Messrs. Murray, Son, and Hutchins, solicitors, have been engaged to protect their interests.

At an extraordinary meeting of the National Bank of India (Limited), a resolution was passed altering certain of the regulations of the Company. The object of the proposed alterations is to give the shareholders resident in India and elsewhere increased facilities for exercising a control over the affairs of the Company.

At the Court of Directors of the Bank of England it was arranged to nominate Mr. Benjamin Buck Greene, the present Deputy-Governor, for Governor, and Mr. Henry Hucks Gibbs, of the firm of Anthony Gibbs and Sons, as Deputy-Governor at the election in April next.

The Indo-European Telegraph Company have given notice that they are now again accepting messages for India, China, and Australia, their special wires, *via* Teheran, interrupted by the late unusually severe storms in North Germany, having been repaired and placed in good working order.

There is a rumour of the formation of a company to lay down a cable between Rangoon and Singapore by the Andamans.

The Market for Bar Silver has become slightly better, and the price is firm at 59½d. per oz. standard. Some further amounts of New Mexican Dollars received from New York and the Pacific have with difficulty been placed. The price of the new coinage may be quoted as 58d. per oz., showing a further fall of ½d. per oz., the old coinage at 60½d. being also ½d. per oz. lower. This reduction will in turn affect the exchanges in China and the Straits.

Tenders for £650,000 in bills on India were received on the 20th inst. at the Bank of England, when the amounts allotted were:—To Calcutta, £512,800; to Bombay, £102,000; and Madras, £35,200. The minimum price was fixed, as before, at 1s. 10½d. Tenders on Calcutta and Madras at 1s. 10½d. will receive about 60 per cent., above that price in full, and on Bombay at 1s. 10½d. in full. These results show a decided diminution in the demand for the means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer Mooltan, which left Southampton on the 21st inst., was in gold—to Galle, £300; to Bombay, £270; in silver—to Hong Kong, £54,910; to Shanghai, £3,845; to Hobeon's Bay, £8,000; to Sydney £5,000:—total, in gold, £570; in silver, £71,755.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Nov., 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 6,072,077 yards; for the twelve months, 80,833,372 yards; for the

twelve months, 1871, 113,418,183 yards; for the twelve months 1870, 70,494,464 yards. Decrease for 1872 against 1871, 82,578,811 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 215,829 yards; for the twelve months, 1,912,160 yards; for the twelve months, 1871, 10,702,060 yards; for the twelve months, 1870, 7,750,308 yards. Decrease for 1872 against 1871, 8,789,900 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 50,618 yards; for the twelve months, 2,158,470 yards; for the twelve months 1871, 2,628,687 yards; for the twelve months, 1870, 2,253,890 yards. Decrease for 1872 against 1871, 470,217 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 903,850 lbs.; for the twelve months, 7,388,870 lbs.; for the twelve months 1871, 10,115,804 lbs.; for the twelve months 1870, 10,890,855 lbs. Decrease for 1872 against 1871, 2,726,934 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 12,871,022 yards; for the twelve months, 800,244,510 yards; for the twelve months 1871, 887,889,009 yards; for the twelve months 1869, 260,396,366 yards. Decrease for 1872 against 1871, 87,144,499 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 1,027,212 yards; for the twelve months, 9,488,865 yards; for the twelve months 1871, 8,420,562 yards; for the twelve months 1870, 13,701,375 yards. Increase for 1872 against 1871, 1,068,303 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 451,078 yards; for the twelve months, 6,761,323 yards; for the twelve months 1871, 6,061,268 yards; for the twelve months 1870, 4,997,919 yards. Increase for 1872 against 1871, 700,055 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 109,080 lbs.; for the twelve months, 1,256,780 lbs.; for the twelve months 1871, 578,262 lbs.; for the twelve months 1870, 677,580 lbs. Increase for 1872 against 1871, 678,518 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 2,932,207 yards; for the twelve months, 29,475,457 yards; for the twelve months 1871, 42,157,768 yards; for the twelve months 1870, 28,341,603 yards. Decrease for 1872 against 1871, 12,682,301 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 897,423 yards; for the twelve months, 8,076,240 yards; for the twelve months 1871, 1,981,224 yards; for the twelve months 1870, 3,274,079 yards. Increase for 1872 against 1871, 1,095,016 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 884,558 yards; for the twelve months, 1,785,700 yards; for the twelve months 1871, 1,087,847 yards; for the twelve months 1870, 1,158,701 yards. Increase for 1872 against 1871, 747,853 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 604,464 lbs.; for the twelve months, 15,009,208 lbs.; for the twelve months 1871, 9,887,605 lbs.; for the twelve months 1870, 11,588,589 lbs. Increase for 1872 against 1871, 5,121,603 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 6,818,284 yards; for the twelve months, 71,688,810 yards; for the twelve months 1871, 65,474,155 yards; for the twelve months 1870, 77,748,064 yards. Increase for 1872 against 1871, 6,164,655 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 575,508 yards; for the twelve months, 5,629,094 yards; for the twelve months 1871, 6,583,722 yards; for the twelve months 1870, 10,122,649 yards. Decrease for 1872 against 1871, 1,054,628 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 256,394 yards; for the twelve months, 3,860,386 yards; for the twelve months 1871, 4,947,889 yards; for the twelve months 1870, 5,914,604 yards. Decrease for 1872 against 1871, 1,087,503 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 125,610; for the twelve months, 1,880,014 lbs.; for the twelve months 1871, 2,938,966 lbs.; for the twelve months 1870, 3,298,617 lbs. Decrease for 1872 against 1871, 1,108,952 lb.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 1,177,992 yards; for the twelve months, 21,067,808 yards; for the twelve months 1871, 18,240,985 yards; for the twelve months 1870, 16,292,799 yards. Increase for 1872 against 1871, 2,826,823 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 1,127,818 yards; for the twelve months, 10,507,902 yards; for the twelve months 1871, 10,392,868 yards; for the twelve months 1870, 10,044,226 yards. Increase for 1872 against 1871, 115,034 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 661,603 yards; for the twelve months, 12,249,348 yards; for the twelve months 1871, 11,554,857 yards; for the twelve months 1870, 9,810,873 yards. Increase for 1872 against 1871, 694,491 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 14,360 lbs.; for the twelve months, 389,020 lbs.; for the twelve months 1871, 816,062 lbs.; for the twelve months 1870, 331,695 lbs. Decrease for 1872 against 1871, 427,042 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 1,290,686 yards; for the twelve months, 13,756,207 yards; for the twelve months 1871, 7,721,880 yards; for the twelve months 1870, 20,734,430 yards. Increase for 1872 against 1871, 6,034,377 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 1,309,045 yards; for the twelve months, 9,200,134 yards; for the twelve months 1871, 7,191,530 yards; for the twelve months 1870, 9,860,298 yards. Increase for 1872 against 1871, 2,008,584 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 158,100 yards; for the twelve months, 512,213 yards; for the twelve months 1871, 405,843 yards; for the twelve months 1870, 1,466,791 yards. Increase for 1872 against 1871, 106,370 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 44,200 lbs.; for the twelve months, 537,201 lbs.; for the twelve months 1871, 408,508 lbs.; for the twelve months 1870, 412,683 lbs. Increase for 1872 against 1871, 128,693 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 2,034,720 yards; for the twelve months, 29,070,761 yards; for the twelve months 1871, 26,086,194 yards; for the twelve months 1870, 24,490,180 yards. Increase for 1872 against 1871, 2,984,567 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 97,362 yards; for the twelve months, 1,796,950 yards; for the twelve months 1871, 2,650,572 yards; for the twelve months 1870, 2,715,442 yards. Decrease for 1872 against 1871, 853,622 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 279,188 yards; for the twelve months, 4,251,784 yards; for the twelve months 1871, 2,372,712 yards; for the twelve months 1870, 2,183,256 yards. Increase for 1872 against 1871, 1,879,072 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 32,500 lbs.; for the twelve months, 261,702 lbs.; for the twelve months 1871, 255,135 lbs.; for the twelve months 1870, 357,375 lbs. Increase for 1872 against 1871, 6,567 lbs.

ARTICLES OF IMPORT.

TEA.

No improvement can be noted in the adverse position of the market, the trade declining to add to their stock of Congous, except at a reduction in rates. Of Scented Teas the supply has been much in excess of present demand, and sales of all descriptions, excepting finest Capers, cannot now be effected without a decided concession in price. The public sales have comprised 24,246 packages, of which 22,816 packages have been sold without reserve. The latest dates by letters are—Hong Kong 5th October, Shanghai 29th September, and Foochow 28th September. The deliveries for the week amount to 3,009,576 lbs., against 2,974,645 lbs. last year.

Black.—Red-leaf kinds: Siftings and broken-leaf kinds show no material change. Fair to good common, free from dust, are firm at 1s. 1d. to 1s. 1½d. per lb., but the lower grades have been slightly easier. Fair to good and fine Kaisows are difficult of sale. In finest very little business has been done. Paklin kinds continue in a most unfavourable position in the absence of Export demand. **Black-leaf kinds:** The lower qualities sell with great difficulty at former rates. Fair to good common have been inquired for at 11½d. to 1s. 1d. per lb. Fair medium are also saleable at 1s. 1½d. to 1s. 3d. per lb. Good medium, from 1s. 4d. to 1s. 7d., have been neglected, and prices have ruled in favour of buyers. Fine to finest maintain their value although there is little inquiry. In new-make Canton kinds business has been done at the decline quoted in our last Report. Oolong are unaltered. Souchongs, unless of superior quality, are difficult of sale. In Flowery Pekoes transactions have been very small. **Scented Teas:** Large supplies of Canton descriptions arriving simultaneously, has resulted in a very flat market for all kinds, except the finest Capers, and sales can only be effected at a decline of ½d. to 1d. per lb. on common, and fully 1d. to 2d. per lb. on medium grades, this decline falling most heavily on Teas deficient in scent. In Foochow Scented Teas business has been small, but well-scented parcels are readily saleable. **Green Teas:** Further large sales, without reserve, have taken place, resulting in lower prices for all descriptions below finest. The finest qualities have sold at about former quotations. In Canton kinds there has been no alteration.

SILK.

The market continues firm, but there is still a want of activity; business is a little better generally, and there is more inquiry, still buyers act with caution, and as importers continue to hold firmly, only moderate business is doing. Prices, however, are fully maintained, and in Canton and Japan Silks are even a shade higher. Bengals continue to attract a little more attention. Deliveries are fairly good and stocks in consumer's hands are everywhere light. Deliveries from 1st to 21st inst. :—

	1872.	1871.
	Bales.	Bales.
China	1,661	1,734
Canton	508	580
Japan	416	370
Bengal	428	293
Total Bales.	3,013	2,977

COFFEE.

Larger supplies have been brought forward, which have met an animated demand, and the sales have gone off with spirit, Plantation Ceylon, of which the bulk of the offers has consisted, selling at an advance of fully 2s. per cwt. upon the prices quoted last week. Pale descriptions have also been in demand at rather dearer rates, and large floating sales of Native have been effected. The prices paid for Ceylon have been Plantation—triage and ordinary 72s. to 77s. 6d., small 78s. to 81s., low middling 79s. 6d. to 81s., middling 81s. 6d. to 83s., good middling bold 84s. 6d. to 86s. 6d., pea-berry 95s. to 98s. 6d., bold 75s. 6d., pea-berry 81s. By private contract about 60 casks Native Ceylon ex previous auction have been quitted at 75s. For arrival sales to the extent of about 500 tons Native Ceylon have been made for shipment in the early months of next year at 74s. to 75s.

The Dutch Trading Company's public sale of 84,400 bags held at Ar sterdam went off at irregular prices, but for the most part slightly above valuations. Good ordinary sold at 46½c. to 47c., against 46½c. at the October sale. The following is the result in detail :—

No.	Bags.	Valued at cents.	Result cents.
1	3,132	47½	47½ to 48
3	1,975	47½	47½
5	2,475	46½	46½
11	9,871	46	45½
14	1,321	46	46
23	1,347	46	46
27	1,505	46½	47
29	5,018	46	46½
31	1,297	46	46½
34	2,262	46½	47
39	1,071	46	47
51	1,200	46½	47½
54	2,138	46	46½

CUTCH.—No sales effected; in auction 1,730 boxes good Pegue of old import were bought in at 25s., also 889 bags do. at 23s. 6d.

GAMBIA.—Privately 3,000 bags cubes ex last week's auctions have been sold, price not reported; also 100 tons at 24s. 6d. ex ship; and for arrival 100 tons at 23s. 8d. ex ship.

HEMP.—The public sales have gone off flatly for all kinds, and only a small portion has found buyers. Manila met only lower offers and the sound was all bought in, sea damaged selling at 10s. cheaper, viz., good roping, first-class at £46 15s. to £47, second £45 to £46 per ton.

PEPPER.—**Black:** The public sales have been moderate, but the demand is slow and prices are 1-16d. lower; Singapore bought in at 6½d., Trang at 6½d.; Penang sold at 6d. to 6½d. **White:** A further decline of ½d. per lb. has been accepted at the auctions; Singapore sold, fair to good at 12d. to 12½d., a few lots 11½d. to 11½d., Penang at 11½d.

RICE.—The market is quiet; in auction low white Bengal met only reduced offers, and was all bought in, common to good Dacca at 10s. to 10s. 6d., common Askoolie at 10s. to 10s. 3d.; 709 bags Necranie from Port Natal sold, chiefly damaged at 8s. 6d. to 8s. 9d., two lots good order 9s. to 9s. 3d. Privately, on the spot, 4,000 bags Necranie have been sold at 8s. 9d. For arrival, 550 tons Dacca, October to December shipment, have been sold at 9s. 6d., and 100 tons ditto per steamer near at hand, at 10s., quay terms, also two floating cargoes as follows :—The Nuovo Ghilao, 880 tons Rangoon at 9s. 6d., for the Continent. The Marchinsea, 940 tons Necranie at 9s. 8d., also for the Continent.

SUGAR.—The demand for good refining qualities continues steady, and firm rates are obtainable, but only small sales have been effected; other kinds remain slow of sale on previous terms. The only sales of East India have been 49 baskets common date Penang in auction at 21s. 6d., and 500 bags clayed Manila privately at 26s. 6d. A large quantity of Straits and China Sugar in the hands of importers is being held back until some improvement occurs in the market.

SPICES.—**Cassia Lignea:** Of 376 cases unworked 100 cases sold at lower rates, ordinary of indirect import at 85s., sea-damaged 75s. to 76s., the remainder bought in above the value at 88s. to 25s. **Cinnamon:** 52 bales old Ceylon withdrawn. **Chips:** 54 bags partly sold at 4d. **Nutmegs:** 72 boxes ordinary limes Batavia were all bought in, 91's at 3s., 99's at 2s. 11d., shrivelled 141 and 153's at 1s. 8d. to 2s., 6 cases Penang withdrawn. **Mace:** Of 12 cases Singapore offered 5 cases sold, ordinary red 4s. 1d., 15 boxes slightly wormy Batavia sold at 3s. 8d. to 4s., pickings 3s. 5d. to 3s. 6d. per lb.

TIN.—Owing to a lower range of quotations having been established on the Dutch market the price of Straits here has declined £5 per ton. The current rates are—Straits on the spot £136, afloat £135; Banca £145, Billiton £145 per ton.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

Since the 15th inst. the tone of the Manchester market has been steady, and a moderate business has been done from day to day without much activity in any department. The firmness in prices appears to be more due to the engagements of producers than to the position of Cotton, and at the close the turn of the market is, if anything, against buyers.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 Yds. S.S.

Width	39 in.	7	10	12	14	16	38 in.	39 in.
Quality	No. 4.	6 0	6 8	7 0	7 0	7 0	17	19
Weight	5 4	12x9	12x12	14x13	14x13	14x12½	16x16	16x15
Count	12x9	12x12	14x13	14x13	14x12½	14x12½	16x16	16x15
Price	6s. 3d.	7s. 0d.	7s. 7½d.	7s. 10½d.	8s. 0d.	8s. 3d.	9s. 1½d.	9s. 4½d.
	6s. 4½d.							

Width	39 in.	22	24	26	28	28	44/45 in.	33
Quality	No. 21	8 4	8 4	8 4	8 4	8 4	31	33
Weight	8 4	16x15	16x15	16x18	16x18	17x17	19x19	12x8
Count	16x15	16x15	16x18	16x18	16x18	17x17	19x19	12x8
Price	9s. 6d.	9s. 10½d.	10s. 6d.	11s. 4½d.	10s. 9d.	12s. 3d.	7s. 3d.	8s. 4½d.

Width	35	36	39	45	49/50 in.	54 in.	60 in.
Quality	35	36	39	45	49	54	60
Weight	7 0	8 0	9 0	10 0	9 0	10 0	11 0
Count	14x10	14x12½	16x15	16x18	14x13	16x15	16x15
Price	8s. 3d.	9s. 4½d.	10s. 9d.	12s. 6d.	10s. 10½d.	12s. 4½d.	13s. 6d.
			11s. 0d.			12s. 7½d.	14s. 9d.

T-CLOTHS.

Width	32 in.	6	7	6	7	36 in.	8
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14x13	15x15	15x15	16x18	18x18	18x18	18x18
Price	5s. 9d.	5s. 10½d.	6s. 9d.	6s. 10½d.	7s. 3d.	8s. 3d.	8s. 6d.
	5s. 10½d.	6s. 0d.	7s. 0d.	7s. 4½d.	8s. 0d.	9s. 0d.	9s. 3d.

	s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop)	9 9	—
Maddapollams	3 7½	3 9
Long Cloths	9 6	—
White Spot Shirtings	11 6	—
Brocade	11 9	—
Damasks	21 0	—
Cotton Yarn (Water Twist), Nos. 16-24 China	1 0½	1 1½
Nos. 28-32 do.	1 2½	1 3
No. 40 do. (mock)	1 2½	1 3½
No. 40 Mule Twist	1 2	1 2½
No. 30 do.	1 0½	1 2

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsted rule as follows, showing a slight advance upon the rates recently current :—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 8s. 6½d. per

yard for scarlet; Long Ellis, 30 31 in., 24 yards, Lion Chop, 34s. per piece for scarlet; Camlets, best S.S. 30 31 in., 53 yards, Elephant Chop, 82s. 61. per piece for scarlet; Linings, 31 in., 30 31 yards, Lion Chop, 70s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. per piece for scarlet.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At.
Nov 19	City of Tanjore	Lealle	Rangoon	London
19	Ilma	Widgren	Do	Do.
19	Rifleman	Smith	Penang	Do.
19	Hercules	Lincoln	Rangoon	Do.
19	Lutterworth	Reed	Bassett	Do.
19	Cerrutto Pietro	Scott	Maulmain	Do.
18	Duna (s.)	Mann	Foochow & Galle, S.C.	Do.
18	Tidal Wave	Barnes	Maulmain	Do.
19	Northfleet	Oates	Foochow	Do.
19	Walsgriff	Webster	Manila	Queenstown
19	Grenada	Falzean	Java	Do.
19	Valparaiso	Ozno	Rangoon	Do.
19	The Bruce	Wilkinson	Do	Do.
19	St. Fillans	Nelson	Do	Liverpool
19	Larnax	Trail	Singapore	New York
17	Adria	Ledger	Ho Ho	Queenstown
16	E. F. Gabain	Kiencke	Akyab, for Bremen	Deal
20	Prism (s.)	Butler	China, Sing. & S.C.	London
20	Calcagno	Rossi	Akyab	Do.
20	Sampan	—	Ng. K. & for Hamburg	Deal
20	Harlaw	Phillips	Foochow	Off St. Chrn's Pt
20	Leucadia	Mearns	Singapore	Do.
20	Papa de Rosi	de Rosi	Maulmain	Falmouth
12	Knight Companion	Cassey	Rangoon	Liverpool
20	Centurion	Willcombe	Do	Do.
20	Nabob	Dill	Penang	New York
20	St. Malo	Blair	Rangoon	Old Head of Kln- sale

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Nov 14	Glamorganshire	Morgan	Yokohama & Hiogo	London
13	Proserpine	Ivanich	Singapore	Cardiff
14	Massimo d'Azeglia	—	Do	Do.
14	Elizabeth Child	—	Do	Do.
19	Doriga	Elizaga	Singapore	London
16	Palatine	Snowcroft	Colombo	Do.
20	Wachtzoeke	Vollenga	Macassar	Brouwershaven
19	Elmina	Ouweland	River Amoor	Cronstadt
19	Aria and Betsy	Ran	Batavia	Amsterdam
20	W. H. Harkness	Newton	Colombo	London
20	Craigforth (s.)	Scott	Sing. China, & S.C.	Do.
20	Deucalion (s.)	Butler	Do	Liverpool

See Commercial Postscript and Correspondents' Letters.

VESSELS PASSED THE SUEZ CANAL.

Steamer.	From.	For.
Nov. 18 ... Nestor	Liverpool	Sing. China, &c.
— ... Charles Albert	Newcastle	Bangkok
— ... Antenor	Hong Kong	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, and Yokohama: Flintshire. For Penang, Singapore, Hong Kong, and Shanghai: Glenroy. For Singapore, Hong Kong, Yokohama, and Hiogo: Duna. For Colombo, &c.: Hindoo.

SAILING VESSELS.—For Yokohama: Osaka. Eliza Shaw. For Hiogo: Hanover. For Shanghai: Maitland, Sir Lancelot, Carmarthenshire. For Hong Kong: Undine, James Shepherd. For Batavia, Samarang, and Sourabaya: Frederik Petersen. For Batavia and Sourabaya: Capioiani. For Singapore and Saigon: Chas. Collett. For Singapore and Sarawak: Auriga. For Singapore: Rosedale. For Colombo: Granville. For Colombo, &c.: Elizabeth Ann.

At LIVERPOOL.—For Yokohama and Hiogo: Royal Minstrel. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.). For Singapore, Batavia, Samarang, and Sourabaya (via S.C.): Danube (str.). For Singapore: Aleppo. For Colombo, &c. (via S.C.): Azalea (str.).

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.). For Batavia and Sourabaya: County of Argyle.

SPOKEN.

AMBASSADOR, Macao to London, Oct. 15, 9 N., 22 W.
NICOLETTE, Batavia to Rotterdam, Sept. 29, 19 S., 73 E.
ROBERTUS HENDRIKUS, Batavia to Rotterdam, Oct. 7, 25 S., 53 E.
MAJESTIC, Shields to Singapore, Oct. 24, 39 S., 25 W.
JUTLAND (Brit. ship), Hong Kong to Hamburg, Oct. 8, 6 S., 16 W.
MANCY VAN HOLLAND, Ghent to Batavia, Aug. 18, 7 N., 19 W.
COLTHERT (9) (brq.), Batavia to New York, Oct. 7, 10 N., 41 W.
TRITON (Dutch ship), Batavia to Rotterdam, Oct. 15, 9 N., 23 W.
JUNGFRAU (brq.), Foochow to London, Oct. 2, 28 S., 45 E.
JOHN DUNN (ship), Manila to London, Aug. 19, in Gilolo passage.
MARIE RICKMERS (Ger. barq.), Hg. Kg. to N. York, Aug. 25, 5 N. 125 W.
WILHELMINA MARIE (Dut. ship), Bat. to Amstn., Sept. 21, 25 S., 53 E.
COUNTY OF BUTE, Sourabaya to Rotterdam, Oct. 6, 35 S., 27 E.
WESTBURY (barq.), Amoy to New York, Aug. 28, 3 S., 126 E.

BALGOONIE (barq.), Colombo to London, Nov. 1.
P.T.G.S. (Dut. ship), Rotterdam to Samarang, Oct. 4, 3 S., 19 W.
PEGASUS, Philippines to Portsmouth, Oct. 23, 26 S., 6 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are without quotable change since our last issue. Homewards a good amount of business is doing from Java and Manila. In coal freights there is no alteration to report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meat. To Hiogo: 85s. meat. To Nagasaki: 85s. meat. To Shanghai: 50s. meat. To Foochow: 85s. meat. To Hong Kong: 45s. meat. To Chefoo: 85s. meat. To Manila: 85s. meat. To Singapore and Penang: 40s. meat. To Sourabaya and Samarang: 80s. meat. To Batavia: 75s. meat. To Padang: 85s. meat. To Saigon: 80s. meat. To Colombo: 35s. meat.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meat. To Hiogo: 50s. weight or meat. To Shanghai: 35s. weight, 40s. meat. To Hong Kong: 35s. weight, 30s. meat. To Chefoo and Tientsin: 45s. weight or meat. To Singapore: 30s. weight, 22s. 6d. meat. To Penang: — weight, — meat. To Samarang: 32s. 6d. weight, 25s. meat. To Batavia: 20s. weight, 25s. meat. To Sarawak: 35s. weight, 40s. meat. To Sourabaya: 27s. 6d. weight, 20s. meat. To Colombo: 25s. weight, 20s. meat. To Saigon: 40s. weight, 35s. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To Hong Kong: £36. To Singapore: £25 to £26. To Penang: £25. To Galle: £24 to £25.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 30s. to 32s. 6d. To Batavia, Samarang, and Sourabaya: 24s. to 25s. To Singapore: 24s. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: —. To Singapore: 20s. To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s.; ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Amsterdam, Nov. 14th, state that the Noord Brabant, which arrived at Texel 9th, from Batavia, reported having encountered very heavy gales near the Cape of Good Hope, during which she became leaky, and sustained considerable damage to her hull.

Advices from Port Elizabeth, Oct. 15th, state that a further sale took place 2nd, of damaged cargo, ex Queen of India, from Manila to London, which vessel put in there Sept. 2nd., and was subsequently sold; the amount realised by this last sale was £314 19s 10d.

The Kentville, Ross (of Liverpool, off No. 60,071), which vessel sailed hence March 20th, with coals from Hong Kong, and was spoken on the 23rd, in lat. 48 N., lon. 9 W., has not since been heard of, and is posted at Lloyd's as a missing vessel.

MISCELLANEOUS.

At TABLE BAY.—Oct. 14, Princess Amalia, Timmerman, from Batavia.

At SIMON'S BAY.—Oct. 18, Lady Turner, from Formosa, for Falmouth.

At MAURITIUS.—Sept. 20, Rose, Reid, from Singapore; Oct. 2, Soukar, Adams; 10, Crown, Lashbrooke, Henrietta, Owen, Innisfallen, Fulcher, all four sailed for Galle; Zanzibar, Gilmore, and sailed for Java.

At ALGOA BAY.—Oct. 15, Rebecca Jane, Cooper, from Hong Kong; Miako, Anderson, and sailed for Yokohama.

At ST. HELENA.—Oct. 20, Alcester, Richards, from Sarawak, and sailed same day for London; 24, Taitaing, Bloomfield, from Shanghai, and sailed same day for London; 25, Denbighshire, Griffiths, from Foochow, and sailed for London; Noach III., from Batavia, and sailed for Rotterdam; Grenadier, Barlow, from Foochow, for London; Noach II., Hoogen, from Batavia for Holland; 26, Star of the North, Rawle, from Foochow, for London; 27, Jubilee, Monkman, from Zebu, for London.

At PORT SAID.—Cheops (str.), from London, for Singapore, China, &c.

NOTICE TO MARINERS.

MATOTTA TEMPORARY LIGHT.—The Government of Japan has given notice that until the illumination of the permanent apparatus, a temporary light will be shown from the lighthouse erected on Anori-Saki, Matoya no Minato (Matoya Harbour), province of Shima, every night, from sunset to sunrise. Matoya Lighthouse is situated on the eastern extreme of Anori-Saki, the southern head at the entrance to the Masoya harbour. It is in 34 21 55 N. latitude; and is 136 54 44 East of Greenwich. The tower is built of wood, octagonal in shape, and painted white. It is of a height of 36 feet to the centre of the lantern. The light will be a fixed white light, and will illuminate 300 degrees of the horizon, from a bearing of S. 33 W. round by E. to N. 87 W.; and will be obscured on the other side between those bearings. Bearings true. The total elevation of the light above the sea will be 102 feet, and its range of visibility from a vessel's deck will be about ten nautical miles.

THE Glenartney, Capt. Bolton, from Amoy via New York which is now refitting on the Clyde, will we believe, shortly return to China for local employ, having been purchased by the Union Steam Company of Shanghai for the Yangtze Service.

THE steamer now on the stocks at Hull for Messrs. Jardine, Matheson and Co.'s Calcutta and Hong Kong line, it is expected, will be ready for despatch in January.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE
EASTERN TELEGRAPH COMPANY, LIMITED.

TARIFF TO CHINA AND JAPAN.

On and after 15th OCTOBER the following Rates for Telegrams of Twenty Words will come into force :—

		FROM LONDON.		FROM PROVINCIAL STATIONS.
TO HONG KONG	}	£6 0 0	...	£6 1 0
„ SHANGHAI				
„ JAPAN		7 0 0	...	7 1 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,
No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C..
9th October, 1872

GLYCERINE

DE

TOILETTE.

(HEALTH.) SPECIAL PERFUMERY. (BEAUTY.)

INVENTED BY

EUG. DEVERS, QUIMICO.

PATENTED S.G.D.G.

PREPARATIONS for the Toilet, and particularly Soaps; Powders, &c. for the Teeth; Toilet Washes, and Vinegars, have of late assumed an importance in proportion to the demand for them. Foremost amongst these is GLYCERINE, a remarkable unctuous substance, which softens the skin without greasing it; its valuable qualities were quickly recognised by the most eminent physicians. Experimented on by MM. Dumarquay and Sutom (See "Reports and Memoirs of the Biological Society, 1836," &c.).
GLYCERINE CREAM for the skin.
GLYCERINE TOILET WATER for baths and ablutions.
GLYCERINE ELIXIR for the mouth.
GLYCERINE POMADE against scurf.
GLYCERINE SOAP for chaps and chilblains.

GLYCERINE ANTIPELLICULAIRE to prevent the hair falling off.
DULCIFIED GLYCERINE CREAM SOAP for the beard.
PATE DENTIFRICE à la GLYCERINE for the teeth, sum acid in alkali.

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(ANCIENNE RUE DES VIEUX AUGUSTINS),
PARIS.

ST. JOHN'S CATHEDRAL, HONG KONG.

COMPLETION FUND.

JUST before embarking from Hong Kong, on Tuesday, Nov. 16, 1869, H.R.H. the DUKE OF EDINBURGH was graciously pleased to lay the first stone of a choir for this, the mother Church of the Diocese of Victoria. The cost of the fabric has been shared by the Executive Government and the local community; and it is proposed, by a general subscription among former residents in and visitors to China, to provide the necessary furniture and fittings. Should sufficient funds be raised, it is proposed to erect a stone pulpit.

The Committee will gladly receive and forward any special gifts with which they may be entrusted. This scheme having received the cordial approval of the Colonial Chaplain and the Trustees, is circulated by the Executive Committee.

The Rev. W. R. BEACH, M.A., Chaplain to the Forces, Canon of St. John's Cathedral, Hong Kong, and late Colonial Chaplain.

CHAS. S. GEORGE CLEVERLY, Esq.

ROBERT A. WALKER, Esq., Hon. Treasurer, the Hollies, Beckenham, S.E.

HERBERT LAURENCE, Esq., Hon. Secretary, 1, Royal Exchange-buildings, E.C.

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AUSTRALIA, AND CHINA.**HATTON-COURT, THREADNEEDLE-STREET.
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Bombay. Calcutta. Akyab. | Rangoon. Singapore. Batavia. | Hong Kong. Shanghai. Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive interest or dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing interest at 5 per cent. per annum.

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" CEYLON Colombo, Kandy, Galle, Matla.
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" CHINA Hong Kong, Fookchow, Shanghai, Hankow.
" JAPAN Yokohama.

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London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

**COMPTOIR D'ESCOMPTE DE
PARIS.**

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1867.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund £20,000,000 ... £800,000

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LONDON AGENCY.—14, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

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Head Office.—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Arracche, Agra, Lahore, Sanganai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approval bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.**ORIENTAL BANK CORPORATION.**Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Fookchow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

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The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

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COMPANY (Limited).**

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3) to all contributors, whether Shares holders or not, in proportion to the net amount of premium contributed by each.

One-third (1/3) to Shareholders generally, according to the number of Shares held by each.

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**HONG KONG AND SHANGHAI
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Capital, \$5,000,000. All paid up.

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Shanghai. Yokohama. Singapore.
Fookchow. Hogo. Bombay.
Ningpo. Manila. Calcutta.

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PERFUMER, PARIS.**CREAM OF BEAUTY,**

A COMPOUND OF GLYCERINE AND BISMUTH, TO PRODUCE FRESHNESS, SOFTNESS, AND BRILLIANCY OF TINT.

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WITH BISMUTH.HEALTHFUL IN ITS ACTION ON THE
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USEFUL KNOWLEDGE IN CHINA.**

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AMSTERDAM**HOLLOWAY'S OINTMENT****AND PILLS.—RHEUMATISM AND NEURALGIA.**—Though the former disease remorselessly attacks the young and the robust, and the latter ruthlessly selects its victims from the weak and delicate, the same medical treatment will infallibly cure both complaints. After the affected parts have been diligently fomented with hot brine, and the skin has been dried, Holloway's Ointment must well and perseveringly be rubbed in for a few minutes twice a day, and his Pills must be taken, according to the printed directions wrapped round each box of his medicine. Both Ointment and Pills are accompanied by instructions designed for the public at large, and no invalid who attentively reads them can now be at any loss to doctor himself successfully.

